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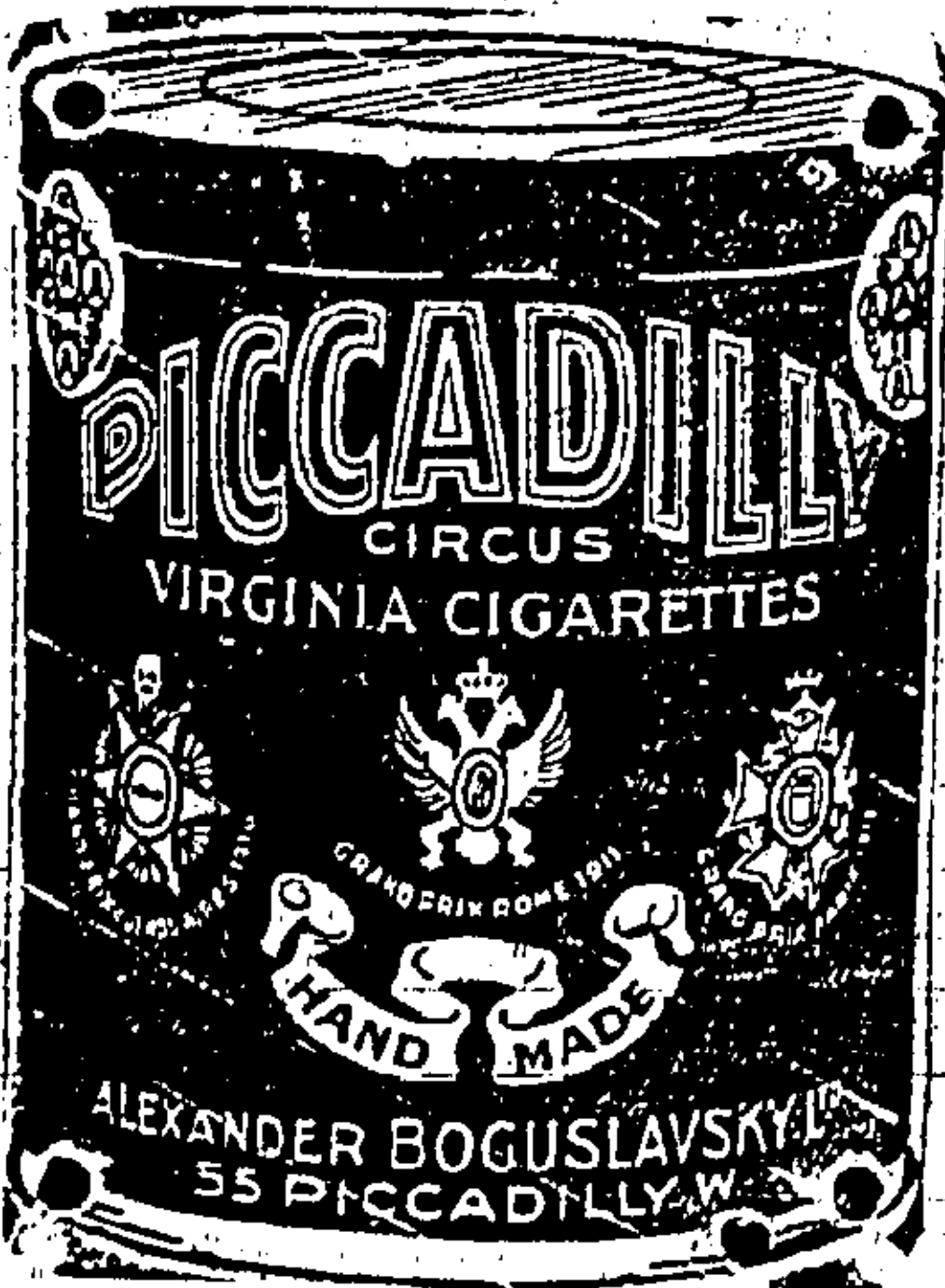
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CHINA AT THE CONFERENCE.

A "TIMES" COMMENT ON
CHINA'S TARIFF DEMANDS.

The *Times* of December 2nd contains the following leading article:—

Our Special Correspondent at Washington has repeated his warning, that until the Conference makes up its mind as to "what is China" no progress is possible towards a settlement of the Far Eastern question. The proceedings in the Committee on Pacific and Far Eastern Questions, and the comments of some American writers appear to have moved him to take this step. The statement made by Mr. Wellington Koo, the principal Chinese delegate, which has now been issued officially, affords abundant proof that knowledge and circumspection are essential in dealing with problems which few Englishmen and fewer Americans understand. Mr. Koo is a brilliant instance of the results of Western education as applied to an adaptable Chinese intellect. His English is faultless, and his speech, if it stood alone, would suffice to show how completely he has mastered the art of employing Western catchwords in the manner best calculated to play upon popular opinion. Nothing can be more plausible, more modern, or more democratic than the sentiments to which it does homage.

The protestation that "the Chinese Government" have no desire to interfere with the administration of the Maritime Customs, the historical sketch of the tariff since 1842, and the reasons adduced for the restoration to China of the unfettered right to fix the rates of tariff she thinks fit are all in the best and most correct diplomatic manner. The tariff settled in 1918 yields no more, Mr. Koo declares, than 3 per cent. to China. What can be more plausible than her demand to be liberated from the treaty restrictions which prevent her from raising this source of revenue to her own satisfaction? Not that she would press the Powers concerned to accept her demands, but that the full measure of her independence is maintained and justified by specious arguments. The present Customs system, it is declared, is an infringement of China's sovereign rights; it deprives her of the power to make reciprocity treaties; it is a serious impediment to her economic development, and it does not take into account "the economic and social" needs "of her people."

Our Correspondent construes this address as a dexterous attack upon the Chinese Maritime Customs. The Maritime Customs have rendered invaluable services to both the Government and the people of China for a great number of years. They have saved her from bankruptcy and from the dangers which bankruptcy must have brought upon her at the hands of creditors some of whom would have known how to utilize her default for the attainment of objects they would have greatly preferred to the regular payment of interest upon their advances. The Customs, at the same time, have been a check upon the corruption and the venality which for centuries have been the recognized prerogatives of Chinese officialdom. Some Asiatic and some European Powers have shown remarkable skill in pandering to these official weaknesses for their own commercial and their own political ends. The arrangement was agreeable to both parties. The Mandarin pocketed succulent slices out of foreign loans and the foreigners fixed their tentacles more and more firmly on the body of China. With this pleasant practice the Maritime Customs seriously interfered, and later the Salt Gabelle still further hampered it. They have been the chief checks upon domestic corruption and foreign rapacity in the interests of the Chinese people, and as our Correspondent remarks, the extension of the principle on which they are based seems to offer the only prospect of escape from the circle formed by the interplay of these complementary vices. The principle is the co-operation of honest foreigners with honest Chinese, under Chinese sovereignty, for the good of the Chinese people and the discomfiture of "bandits," native and foreign.

The apparent anxiety of the Chinese delegates at Washington to destroy or to emasculate a system which worked admirably in the past, and set an example of pure and honest administration in the interests of the people, naturally gives rise to doubts and questionings among persons acquainted with Far Eastern affairs. The matter of real moment to the Conference and to the world is not what the Mandarins in Peking, or what the Western educated reformers in the South, desire, but what the people of China—the dumb, industrious, peaceful millions of China—desire. It is thought that, like most other peoples, their chief aspiration is to secure some semblance of good and honest government, and it is questioned whether they greatly concern themselves about the realization of the high ideals of national sovereignty so frequently and adroitly proclaimed by Mr. Koo. That the Mandarins would like to have the handling of the large sums receivable by the Customs is undoubted; that the people would care to see it in their hands is very doubtful indeed. The eloquence of the Chinese delegates may delude the uninformed; it can only serve to remind those who know Asiatics that the more an Oriental diplomatist is Westernized the less confidence does he command in the East.

A German wireless telegram to China states that a severe epidemic of influenza is raging in Berlin and that all the hospitals are overcrowded.

SEAMEN AND BOOKS.

"BLUE FUNNEL" LIBRARIES.

The London *Athenaeum* gives interesting particulars of the work done by the Seafarers' Education Service in supplying libraries to ocean-going vessels for the benefit of the seamen aboard. Doubt was expressed if the Seaman wanted books, so the above Service was started as an experiment and information is given as to what was done from December, 1919 to August, 1921. The first ship to get a library was the steamer *Arcton* on a voyage to the Far East and 30 per cent. of its Company were regular readers. Two books were taken out twelve times; Jacob's "Odd Craft" and Anthony Hope's "Prisoner of Zenda." Doyle's "Study in Scarlet" went out eleven times. Kipling's "Soldiers Three" and Stevenson's "Master of Ballantrae" went out nine times. Among the four-times appear the first books that were not fiction: Chatterton's "Romance of the Ship" and Deniker's "Races of Man."

Following the initial experiment, the liners of several important house flags have been equipped with libraries. It is clear, too, that as the crew become accustomed to the presence of books on the ship, they read more. A certain able seaman on the *Ulysses* of the Blue Funnel Line, on her voyage to the East in January last, is reported to have read during the round trip, the following books: Murray, "The Ocean"; Zimmern, "The Greek Commonwealth"; Huxley, "Man's Place in Nature"; Gregory, "Geology of To-day"; Webb, "History of Philosophy"; Brewster, "The Writing of English"; Howells, "The Submarine Engineering of To-day"; Findlay, "Chemistry in the Service of Man"; Geldart, "Elements of English Law"; Giles, "The Civilization of China"; Marcus Aurelius, "Thought"; Bradley, "Canada"; Keith, "The Human Body"; Plato, "The Republic"; Davis, "Medieval Europe"; Scott Elliot, "Prehistoric Man and his Story"; Deniker, "The Race of Man"; Thurston, "Economic Geography of the British Empire." Whether the name of that ship attracted into her crew certain characters who would not otherwise have been there is just speculation, but it is odd that there was also a deck-boy of the *Ulysses* who read a significant assortment of books between duties. On the *Archives* of the same line there was a fireman who went to the poets between watches. He is credited with "The Odyssey," "The Ingoldsby Legends," "Poems of To-day," "Ballads and Poems," "Georgian Poetry," "The Seven Seas," "Noyes's Poems," and Sidgwick's "Poems."

Readers who may be interested in this movement to the extent of donating books should communicate with Mr. Charles Gerken, Hon. Secretary to the Hongkong Book Club, who will see that books are sent without delay to the Seafarers' Education Service.

THE AGREEMENT ON THE NAVAL LIMITATION.

The following statement has been issued by the Foreign Office in Tokyo:—

The decisions with regard to the reduction of naval armaments were reached at the meeting of December 15th of the First Delegates representing Japan, Great Britain, and the United States. The points of the agreement, as reported to the Foreign Office from Washington, are as follows:—

1.—Japan, Great Britain and the United States mutually agree to accept the ratio 3-5-5 respectively concerning the allotment of capital ships and at the same time to agree to maintain the status quo relating to the fortifications and naval bases in the Pacific, including Hongkong. This provision not to be applied to the Hawaiian Islands, Australia, New Zealand, the islands which constitute Japan Proper and the coasts of the United States and Canada, but complete freedom in this respect to be reserved by the Powers concerned.

2.—Japan to scrap the *Settsu* and retain the *Mutsu*; the United States to discard the *North Dakota* and the *Delaware* and retain the *Washington* and the *Colorado*; Great Britain to construct two capital ships under 35,000 English tons each and scrap four ships of the *King George* class.

3.—As regards replacement the maximum tonnage (in America tons) of capital ships to be allotted as follows:—

Tons.
Great Britain and the United States each 35,000
Japan 31,500

4.—The programme of ten year holiday in regard to the construction of capital ships to be accepted as provided for in the original proposal of the United States save the exceptions to be specifically agreed upon.

5.—The agreement between Japan, Great Britain and the United States regarding the number of capital ships to be reserved or scrapped to be contingent on the conclusion of a similar agreement respecting the capital ships of France and Italy.

AUSTRALIAN AERIAL MAILS.

FATALITIES AT INAUGURATION OF SERVICE.

A Bunbury, Western Australia, message states that a fatal accident occurred at the inauguration of the North-West aerial mail service on December 5th. Three machines started, carrying 2,500 letters and three passengers. The planes left Geraldton for Derby inaugurating the first Commonwealth subsidised weekly service. Lieut. R. W. Pascoe's service plane crashed 75 miles north of Northampton on Monday. The plane was totally wrecked and Lieut. Pascoe and his mechanic Broad were both killed. Major Broad's and Lieut. Toplin's machines are safe.

CHINESE MARITIME CUSTOMS REVENUE.

RECORD COLLECTION.

The Maritime Customs revenue for 1921 amounts to round numbers to Haikuan Taels 54,500,000, at the average exchange of 3s. 11 7/16d. equal to £10,772,265, and shows an increase of Taels 5,000,000 on the previous record collection, namely, in 1920.

Although it is to be noted that as the result of the drop in the average rate of exchange from 6s. 6 1/2d. in 1920, the gold equivalent of the 1921 collection at the average exchange is over £8,000,000 less than 1920.

The following are round figures of the amounts collected at the principal ports:—
Harbin.—Hk. Tls. 1,331,300, an increase of 443,100.
Antung.—Hk. Tls. 1,062,000, a decrease of 67,500.
Dairen.—Hk. Tls. 4,930,000, an increase of 56,300.
Tientsin and Chinwangtao.—Hk. Tls. 6,816,500, an increase of 1,320,800.
Kiaochow.—Hk. Tls. 2,139,200, an increase of 531,700.
Hankow.—Hk. Tls. 3,838,200, an increase of 187,500.
Shanghai.—Hk. Tls. 19,914,300, an increase of 1,091,300.
Swatow.—Hk. Tls. 1,331,300, an increase of 22,400.

Canon.—Hk. Tls. 3,118,400, an increase of 378,100.

The 1921 revenue from native Customs under the control of Inspector-Generals amounts in round figures to Hk. Tls. 4,500,000 (at the above average exchange equal to £380,452), showing an increase of Taels 120,000.

All foreign loan and indemnity obligations, secured by the Customs revenues, including the Service Reorganization Loan, and all domestic loan obligations indirectly secured on the Customs collections have been fully met.

The above statement is signed by Sir Francis Aglen, Inspector-General of Chinese Maritime Customs.

NAVIGATION OF THE GORGES.

THE SINKING OF JUNKS.

SAFETY REGULATIONS.

A communication from the American Vice-Consul at Chungking to his legation in Peking gives an interesting account of discussions which have been in progress for some time between the Consular Body in Chungking, the Commissioner of Customs and the steamship companies concerned regarding the loss of life and property due to the sinking of junks during the passage of larger craft through the upper reaches of the Yangtze. It is understood that the frequency of these accidents was largely responsible for the boycott of the foreign vessels at Chungking some time ago, and the communication in question points out that as six or seven new steamers are to be introduced into the Upper Yangtze service for the coming season the problem is likely to become still more serious.

It recalls that owing to the number of junks sunk in this manner the junkmasters and salt merchants petitioned the Commissioner of Customs at Chungking last summer asking that new rules should be drafted with a view to minimising such catastrophes. At a meeting on August 18th, the Commissioner of Customs submitted several proposed amendments to the Upper Yangtze Navigation Regulations, which the Consular representatives present were asked to lay before the steamship companies.

The American Vice-Consul points out in his letter that the overloading of junks and excessive speed on the part of the steamers are the two factors chiefly responsible. The force of the proposed new regulations is that the Chinese Government should undertake that provision be made as soon as possible that all junks on Upper Yangtze should have two feet of freeboard, while on the other hand the steamers should adhere to time and speed limits to be established from time to time by the Consular Body and Commissioners of Customs.

NEW "EMPRESS" COMING OUT BY PANAMA.

TO REACH HONGKONG DIRECT BY FEBRUARY 15TH.

Victoria, B.C., December 10th.—The great new 2,000-ton liner *Empress of Canada* will be here somewhat earlier than expected, according to the sailing advice received by Captain E. E. Beetham, manager of the Canadian Pacific Steamships at Vancouver. Cables from Liverpool received this week say that the vessel will leave Liverpool January 15th, and will proceed direct to Hongkong and the Panama Canal. The company is apparently anxious to get the big ship into commission as soon as possible. In the past the liners of the Canadian Pacific fleet have come out *via* Suez, the longer route, and thence after picking up crews at Hongkong, to this coast on regular schedule. Under present arrangements the *Canada* will reach the Asiatic port February 15th, and it will be two months later before she arrives here on her maiden voyage in commission.

The master of the *Canada*, it is announced from Montreal, will be Captain A. J. Halley, B.N.R., formerly captain of the *Empress of Asia*. Captain Halley left the *Asia* two months ago for a six months' holiday, it was understood at the time, and his appointment comes somewhat as a surprise. It had been commonly believed that the master of the new vessel would be Captain Robinson, senior captain of the Pacific fleet, formerly on the bridge of the *Empress of Russia*, and also at the post time on holiday.

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THE NEW CHINA.

AGE-LONG STRUGGLE.

Some interesting aspects of Chinese life and the changes wrought by modern political upheavals were dealt with by Mr. Lo Chong, the Chinese Consul-General, at the Lyceum Club, on November 24th.

Mr. Lo Chong showed how all through history the northern and southern peoples of China, owing primarily to geographical conditions, had differed in art, politics, poetry, and even handwriting. Today, he said, there were still struggles, but they concerned the constitution. The north wanted order, the south liberty—in a word, centralisation or decentralisation. Both sides had their extremists. In the north some took order to mean despotism; in the south some mistook license for liberty. But the Chinese had an old constitution—as old as that of any country—and it was based on the teaching of Confucius and his five relationships: Sovereign and subjects, father and son, husband and wife, elder and younger brother, and friend. In place of the old moral constitution they had now a legal one, owing to the new conception of law brought by their students from abroad. History showed that the north and south always had settled down after a time, and he hoped that the present conflict would eventually be settled also. Mr. Lo Chong said it was a fallacy that the Chinese must have his pigtail. It was not a Chinese institution, having been forced upon them by the Manchus as a token of submission. When the Republic came may refused to cut them off out of respect and loyalty to the Manchus Government, but to-day they were worn only by the Manchus nobles and a few loyal persons. He did not think the efforts to simplify the Chinese language would meet with success. Whatever might be the merits of the new systems, they would have the effect of depriving the Chinese of the advantage of reading their ancient books and studying their literature.

A vote of thanks was passed to the speaker on the proposition of Mrs. Stan Harding, the well-known traveller, who said that perhaps Chinese universities would show itself able to deal with the menace of Western commercialism. The hustling West might learn a good deal from the Chinese doctrine of inaction, "Do nothing and all things will be done."

THE YARN MARKET IN HONGKONG.

Messrs. Polishwalla & Kotwall, cotton and yarn brokers, of Hongkong, state in their latest circular:—

After our last report on December 24th there was every indication of our yarn market remaining very active, but the sudden unexpected news of a week tendency and low rates, at Shanghai have adversely affected our market by scaring our local buyers, who are operating on a very limited scale only for their immediate requirements.

Our market has been further depressed owing to two foreign dealers have imported about 1,700 bales of India yarn from Shanghai and sold at 5 to 7 under the ruling rates, while total business has passed in 3,500 bales at these reduced rates.

The foreign dealers are still holding their stock on account of news of very high prices in India, as compared with the prevailing low rates here, and this special feature has kept our market quiet at the close.

Unsold stocks 6,500 bales. Bargain in Chinese hands 6,000 bales.

Arrival—From Bombay 11,000 bales. Shanghai.—With very limited business during the entire interval, latest reports show market dull and drooping, and not likely to improve till after Chinese New Year.

Japanese Yarn.—Due to continued heavy fluctuations in the prices of this yarn in Japan, local buyers are feeling nervous and only small lots have changed hands as under:—

300 bales of Nagasaki, No. 20s at \$230 to \$235; 3 Horses, No. 15s at \$215; 3 Horses, No. 20s at \$220; 1,700 bales of Yellow Jess, No. 20s at \$225 to \$230; Setai, No. 10s at \$195; Setai, No. 20s at \$240; Blue Fish, No. 20s at \$238.

Raw Cotton.—No sales are reported during this interval and market has remained quiet. Stock 130 bales, Bengal only. Quotation, Bengal at \$23 to \$28 per picul; Chinese at \$26 to \$30 per picul.

PARDON TO ANFUITES.

A mandate issued by the President at Peking, on January 1st, grants pardon to the following Anfuite military leaders:—Generals Tuan Chih-kwei, Chu Shou-yuan, Chu Tung-feng, Chen Wen-yuan, Liu Hsun, Wei Tsun-an.

Since their description the first two Generals have remained in the Japanese Detachment Guard compound. General Chu Tung-feng has been in nominal captivity at Paotingfu, where he was taken by General Wu Pei-fu when he was captured in the field, while the three last named have been taking refuge in the foreign settlement at Tientsin since their flight from the field when it became obvious that the Anfuites were being defeated.

General Ting Shih-yuan and Hsu Sheng-tang have not been pardoned. The former is classed as a civilian, while it is believed that the latter's Anti-Government intrigues in connection with mutinies since his escape from Peking make a pardon impossible.

His Royal Highness the Prince of Wales shot his first tiger in Nepal Terai on December 14th. It measured nine feet six inches. The Prince was personally congratulated by His Highness the Prime Minister of Nepal. His Royal Highness staff also enjoyed good sport accounting for three tigers.

HINTS TO WOULD-BE DONORS.

HONGKONG UNIVERSITY ACCOUNTS.

We have received from the Registrar a copy of the accounts of the University of Hongkong for the year ended August 31st, 1921.

A prefatory note by the Vice-Chancellor explains that there have been some changes in the method of accounting in order to make the financial position of the University clearer to the public. Sir William Brunyate makes the significant observation that "a clear financial statement is a necessary preliminary to any appeal to the public for further assistance, and this purpose should be even better served when, in the future, we have the year's accounts clearly stated, free from confusion with the past. That our past accounts, although in some confusion, were open to no graver criticism sufficiently appears from the fact that they have served as a basis for the present statement." The Vice-Chancellor adds a testimony to the advantage the University has obtained from having at its disposal the services of a Finance Committee composed of practical financiers deeply interested in the University's affairs.

Recapitulating "the genesis and nature of the recent re-organisation," the Vice-Chancellor states:

"The University opened in 1912 with excellent main buildings, due to the generosity of the late Sir H. Mody, and with a substantial, if inadequate, fund raised by public subscription, out of which subsidiary buildings and necessary equipment had to be provided, leaving the balance available for purposes of endowment. To that fund substantial additions were made from time to time received, but by 1920 there had been spent thereon on Hostels, staff quarters, equipment and the like a sum of \$228,000, leaving a completely inadequate endowment fund for the current purposes of the University. An admitted deficit of \$213,000 had accumulated on working expenses by the 31st August, 1920, and, but for the assistance of the local Government, the situation would in no short time have become an impossible one. At this stage, as a result of the recommendations of the Commission presided over by the Hon. Mr. Sharp, K.C., the Government came to the rescue with a grant of \$1,000,000, \$700,000 of which was to be applied in repayment of the bank overdraft then amounting to \$600,000 and in regularising the situation in other respects, leaving the sum of \$300,000 available as an addition to the endowment fund. This grant was subsequently augmented by an additional sum of \$700,000, remaining for the moment as a debt due from the Government and bearing interest as from the 1st January, 1921, at 6 per cent., and by the increase, as from the same date, of the Government subsidy from \$20,000 to \$50,000."

FREE OF DEBT.

Buildings and equipment, the Vice-Chancellor states, are now free of all debt and the sum they have cost is \$1,550,150.98. The whole of this expenditure was incurred prior to the current financial year and the capital account might now be regarded as closed, save so far as special benefactions—of which the Ho Tung Workshops Fund is typical—might be received. "Our Auditors," continued Sir William Brunyate, "once more draw attention to the fact that no value has been placed on our land and on machinery presented to us and that no allowance has been made for depreciation. Our land has been valued in the calendar at \$170,297 and the engineering plant presented to us has been valued at pre-war basis at \$500,000. If to the sum so arrived at there be added the sums spent this year on the equipment of the medical schools out of the capital funds available for the purpose a total is reached of practically one and three-quarter million dollars, which may be taken as the original value of our entire plant. That no depreciation has been written off is justified in the first place by the fact that we are not a trading concern and that the saleable value of our property at any given moment—even assuming that that value could be ascertained—is of no practical importance, but even more important is the fact that from the point of view of replacement value our plant is far from having deteriorated. Owing to the general rise in prices, and in particular in building prices, there need be no hesitation in estimating the replacement value of our property at this moment on a conservative basis at not less than \$2,500,000. For further development we still have available out of the original benefactions an approximate sum of \$40,000 for the equipment of the medical schools, and the Ho Tung Workshop Fund of \$100,000, of which \$25,000 has already been paid for the building and equipment of a workshop."

HINTS TO WOULD-BE DONORS.

"For the guidance of would-be Donors it may be stated that amongst our most pressing needs in the near future will be additional quarters for the staff and hostels for students, next in order coming the construction of adequate engineering buildings on a suitable site. In the more distant future it may be hoped that the gift of separate library buildings of an adequate character will set free for teaching purposes the rooms in the main building at present occupied by the library."

Dealing with the general endowment fund the Vice-Chancellor remarks that the entire endowment of the University, represented by special investments, exceeded \$2,500,000. Promises already received in respect of sums payable by instalments represented a further sum of \$135,000. The Vice-Chancellor comments on the variations between estimated and actual expenditure and income, in respect of various items, and mentions maintenance and repair of buildings as having cost roughly \$6,000 more than was estimated. He remarks that "the policy of considerable increased expenditure on maintenance as our buildings grow older is one which has already been submitted to, and approved by the Council." On the expenditure side, under the heading "library," he notes a "regrettable" (Continued at foot of next column.)

CORRESPONDENCE.

"PURE FABRICATIONS."

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR,—With reference to the Asiatic News Agency's message, which appeared in last Friday's issue of your paper, regarding certain conditions alleged to have been advanced by Peking to Canton concerning "the reunification of the North and the South," we are authoritatively informed that the report is entirely baseless and untrue. Similar reports of an understanding or negotiations between Liang Shih-yi and this Government which have been current in the foreign press since Liang's political re-appearance in Peking are equally false. They are all pure fabrications obviously inspired by Liang Shih-yi for the purpose of creating a favourable atmosphere in Chinese and foreign circles so as to enable him to raise money. Such tactics are reminiscent of the days during Yuan Shih-kai's monarchical movement when Liang Shih-yi as Yuan's evil genius employed all kinds of methods and means to create a false public opinion in favour of his master's treacherous scheme.

As your Canton contemporary has expressed it "You cannot make a whole omelet with rotten eggs and you cannot expect good government from rotten officials." Co-operation or compromise is impossible with men like Liang Shih-yi and Chang Tso-hsi—whose nominees and tool Liang is—who are regarded by the Chinese people as proven traitors and enemies of the Republic. Their very presence in the Peking Government is an open challenge to the principles for which three Revolutions have been fought in China and for which the Republican forces now concentrating at Kwelin under President Sun Yat-sen's leadership are determined to fight again.

Yours, etc.,
CANTON INFORMATION BUREAU.
Canton, January 7th, 1922.

NAVAL DOCKYARD RECREATION CLUB.

ANNUAL PARTY.

The annual party of the Naval Dockyard Recreation Club was held in the sail loft of the Naval Yard on Saturday. Among those present were Commodore and Mrs. Bowden-Smith, Commander V. R. Priston, Engineer-Capt. A. P. Ferguson, Engineer-Comdr. Samson and Mrs. Samson, Comdr. Butler, Lieut. Hearn, Lieut. White, Rev. H. S. Crole-Rees, Mr. and Mrs. Lowe, Mr. Church, Mrs. Ashton, Mrs. Salter and Mr. and Mrs. Steel.

Special amusements were provided for the children and Messrs. Budden and Luck were responsible for the organisation of swings, shoots, aerial railway and other merry making devices. The funny men of the fair were there, representing "Sapolo" and his pair of restless steeds. This part of the programme was undertaken by Messrs. Wilson, Smith and Spanton. A hard-working committee of ladies composed of Mesdames Sandford, Budden, Bickford, Spanton, Luck, and Johnston provided tea and the youngsters, did justice to the good fare before them.

In the early evening the children gave an entertainment and songs and recitations were nicely rendered by the Misses Bersey, Gill, Budden, Spanton, Cowan, Crocker and Masters Hill, Bersey, Bickford and Crocker. The Hornpipe was danced by Master Francis Lewis and a concerted item by a party of five girls and five boys. "What are Little Boys made of" caused much amusement. Mrs. Luck accompanied at the piano. Two pleasing tableaux were given by Commander W. Priston as Father Christmas and Mr. H. Wilson as the "Sleeping Child."

Commander Bowden-Smith presented the prizes to the children and wished all present the compliments of the Season. Later a dance was held and many members with their wives attended, the floor being crowded. Between the dances, songs, duets and monologues were rendered by Miss Brock, Messrs. Cawsey, Brock and Wilson. The duties of M.C. were carried out by Mr. A. Brock, assisted by Mr. H. Budden.

SPORT

HOCKEY.

ARMY & HONGKONG CLUB.

Yesterday the Army beat Hongkong Club at Soccerpool by 2 goals to love. Taylor scored the first goal before the change of ends. Owing to the late start the teams decided to dispense with the interval and crossed over, play continuing. Taylor and Holdman added further goals for the Army. Snow played well in goal for the Army.

FOOTBALL.

GARRISON LEAGUE.

"D" CO. WILTS. v. "B" CO. WILTS.

This League match was played at Soccerpool and ended in a win for "D" Co. by a goal to nil. Hardy scored from a pass by Flanner.

ing" of \$1,295 on maintenance, books and periodicals. The results of the year are some \$30,000 better than he anticipated in a preliminary Budget note. The surplus of \$30,823 was "without practical interest," being wholly due to the inclusion in the accounts of a sum taken from the special Government grant, which had proved needlessly large in view of the additional Government assistance of a more permanent character since received.

THE CHURCH MISSIONARY ASSOCIATION.

SERMON BY THE CATHEDRAL CHAPLAIN.

The Rev. H. Copley Moyle, Chaplain of St. John's Cathedral, preached the following sermon on Sunday, on behalf of the Church Missionary Association:—

S. Mark c.18 v.15—Go ye into all the world and preach the Gospel to every creature.

A Chinese woman, who lived inland had been leading a Christian life for two years. She was aided by a missionary why she had not applied for baptism. "Oh," she replied, "if only I could be baptised and be a true follower of Jesus Christ." "But why not?" said the missionary. She answered "I do love Him and am trusting to Him alone for salvation but I know that the Lord Jesus Christ said that His disciples were to go into all the world and preach the Gospel to every creature. Alas, I am not able to do that. I have told my son and his wife and all my neighbours, and in the summer time I can go to several villages near at hand. But I am old and feeble and it is not possible for me to go to foreign countries and preach the Gospel. . . . It is too late, I cannot be His disciple." We may smile at the simplicity of this Chinese woman, but she had held of a truth which many baptised and professing Christians have failed to grasp, the truth that Christianity is a missionary religion, and that unless Christians are taking their due share in extending the Kingdom of Christ they are not worthy of the name of Christian. It is interesting to note that the word "missionary" means "one who is sent." It comes from the Latin word for send; and the word "apostle" also means one "who is sent," but comes from the Greek word for to send. It has been suggested that if we used the word "missionary" instead of the word "apostle" in translating the New Testament, as we might legitimately do, we should have a different idea of missionary work. We should then read "He chose twelve whom he named Missionaries." "He sat down and the twelve missionaries with Him." "Therefore, also said the wisdom of God, I will send them prophets and missionaries."

"God hath set forth us the missionaries last." "God hath set some in the church, first missionaries." "I am the least of the missionaries, that am not meet to be called a missionary." Such a translation might throw a different light on the missionary obligation, helping Christians to regard it as the foremost Christian duty to extend the Bounds of the Kingdom of God, instead of regarding missions as a kind of extra, which might be left to people who were so peculiar as to be interested in them. Our Lord gave us repeatedly the command "to make disciples of all nations," and we cannot claim to be really His disciples unless we try to obey Him. There was good ground for the reply said to have been made by a witty American who, on holding the collecting plate to a multi-millionaire was told "I never give to Missions" and the collector's reply was "Well, take some money out, the collections is for the heathen."

It was the Great Duke of Wellington who spoke of the text as "The Marching Orders of the Church," and he spoke truly. And yet we are bound to acknowledge with regret that there are still people who profess Christianity who do nothing to spread it. It is easy to criticise missionaries, but they are doing their best to obey Christ's great command, and if we cannot give our lives to spreading the Gospel in non-Christian lands, we can at least sympathise and help and give money for that work. Criticism is very easy, but if it is only an excuse for not spreading our religion, it is hypocrisy. If you see some inexperienced landmen trying to launch an old boat to go to rescue some drowning people, it is easy to say they are doing it in the wrong way, and they ought to have a proper boat and experienced sailors; it is easy to say so, but it is a despicable attitude to adopt. If our religion is not true we ought to change it but if we believe it to be true we are surely bound to propagate it. If his religion is no source of joy to him you cannot expect a man to be eager to pass it on to others. That is why Unitarians and Modernists do not have Missionary Societies. If a man has no pleasure in prayer and worship, if he never receives the sacrament of Holy Communion, and has no thought of Jesus Christ as his friend, then, of course, that man will not be anxious to spread the Christian religion. If he thinks of Christianity as a system of morality only he will not be on fire with zeal to teach it. But if a man has come to regard Jesus Christ as his Lord and Master, as the chief joy and glory of his life, then he will want to share that joy with others. And he will not be too ready to criticise the methods of those who give their lives to the work of spreading the Gospel of Christ.

It has been said of the British Empire that it is not Great Britain's wealth that has made her the greatest empire builder of the world, it is her blood and brain and brawn. Her expansion has not been the draining of her reservoirs, it has been the overflowing of the river of her vitality. She is herself not the poorer for the lavish contributions she has made to the life of the world. And just the same thing has always been true of the spread of the Church. It is when she has been filled with the spirit of Christ that her missionaries have flowed out into non-Christian lands, and she has always been the richer for the sacrifices she has made to evangelise the world. For let us remember that the revelation of God given to us in Christ is so many-sided that no one nation and

(Continued at foot of next column.)

CONSTABLE'S SENTENCE CONFIRMED.

FURTHER EVIDENCE FOR THE DEFENCE FAILS.

At the Magistrate's, on Friday, Mr. C. A. S. Buss, solicitor, made application to Mr. Lindell for the re-hearing of the case in which a Chinese constable was sent to prison for six weeks for being in possession of certain articles reasonably expected to have been stolen. The Magistrate agreed to the application on the ground that further evidence would be produced. The case accordingly came up for hearing yesterday.

Mr. Buss said that the three witnesses he would now bring forward would state that the articles—a silver dollar, three sticks of ginseng, a pair of socks and a pair of scissors—were presents received by the defendant for his wife and his newborn baby. They were not stolen. He was informed that it was the custom in China to give presents on the birth of a child. Mr. Buss also emphasised that the three witnesses who were to give evidence had come forward voluntarily. Chinese, he said, had a great horror of appearing in Police Courts and did not like appearing as witnesses if they thought a man was guilty, yet these men had come forward because they thought the defendant was innocent.

From the evidence adduced the latest addition to the story was that Ip Ching, a shoemaker of Lasea Row, was returning to his native country by the s.s. Tai Lee. On the boat he met the constable who informed him that his wife had given birth to a fine baby boy. As the constable came from the same country as himself he was overjoyed and made a present of the articles. When he read the case in the Chinese newspapers he felt it his duty to come forward and give evidence on behalf of the defendant.

The other two Chinese witnesses were passengers on the boat and corroborated the story. Mr. Buss said that in all 8 or 9 witnesses had been produced, and all were prepared to swear that the man was innocent. The only telling evidence against the prisoner was a hurried statement made by him when he was arrested by Detective Sergeant Fallon. He referred to the man's 23 years good conduct in the Force and emphasised the point that some of the witnesses did not know the defendant. In justice, they had come forward to defend him.

The Magistrate expressed an opinion that the witnesses were all lying and confirmed the previous sentence of six weeks' imprisonment.

No one race can grasp it, and the Christian revelation will never be fully apprehended till all nations and all races of men have contributed their part to the understanding of it. This is the truth, that Jesus Christ is apprehended differently by different individuals and different nations, is symbolised by the picture of the Magi or wise men, visiting the infant Jesus which Italian painters of the middle ages used to paint. They used to represent the wise men as three in number, one an old man, one middle aged and one quite young. In so doing they were following the tradition handed down by the great traveller Marco Polo. In the course of his travels it is recorded that Marco Polo visited Persia to try to find out something about the wise men, whose visit to Bethlehem is commemorated by our church on the feast of the Epiphany which was celebrated last Friday. Marco Polo went to the tomb of the Magi but could there learn nothing about them. After much searching he at last reached a place named Cala Ataperistan where the people worshipped fire. On asking for an explanation of their doing so he was told a strange legend to this effect: "It was from here that the Magi had started to find and to worship a great king whose coming had been shown by a star. On reaching Bethlehem they had gone in one at a time to see the child. The old man went in first and to his own awe he conversed with him. The middle aged man went in next and found a man of middle age with whom he talked. Next the young man went in and found a young man who spoke as a prophet. The three then met and discussed the marvellous events. They had all come to worship and each had found a being who had a peculiar relation to himself. At a loss to explain the mystery they resolved to go in together and present these gifts of gold, frankincense and myrrh, and when they did so they found an infant who accepted their gifts and gave them a little square box. With this they returned home. On opening the box they found nothing but a small stone, which they threw away, and as they threw it fire came out of it and this fire was said to have been maintained ever since, so the place was called Cala Ataperistan which means the town of fire. The story has a profound truth to teach us. The Christ as seen by the nations of the East will differ in many important respects from the Christ as He appears to the western mind, and the complete vision of the Saviour of the world will only be rightly apprehended when all races and nations are gathered into the Christian Church. In helping Missionary Societies we are doing something to achieve that end. It is recorded of that great explorer and missionary, David Livingstone, that he looked forward to the time when wealthy Christians would regard it as an honour to support whole bands of missionaries, and would prefer such a manner of spending their money to keeping hordes or race horses. Some day we may see the missionary work in this vast diocese of 70,000,000 people, being supported by the church people of this Colony and not needing to appeal to England for help. Meanwhile let us give liberally to the Church Missionary Association which exists to provide funds for the missionary work of this diocese.



GREAT BOOT SALE.

LANE, CRAWFORD'S

ARE SELLING THEIR COMPLETE STOCK OF
OAKMORE BOOTS AND SHOES
AT ENORMOUS REDUCTIONS.

MEN'S HEAVY BROWN BOOTS	\$15.00
MEN'S BLACK SERVICE BOOTS	\$14.50
SMART BROWN WALKING BOOTS	\$19.50
SMART BLACK WALKING BOOTS	\$18.50
BROWN BROGUE SHOES	\$18.50
BLACK BROGUE SHOES	\$17.50

THESE ARE ALL OUR REGULAR LINES
AND MAY BE HAD IN ANY STYLE AND SIZE.

LANE, CRAWFORD & CO.

15

SHERWOOD'S RYSTOLITE

THE IDEAL ENGLISH WHITE ENAMEL

Sold in quarts, and 1 gallon tins

THE ENAMEL THAT WON'T TURN YELLOW.

LANE, CRAWFORD & CO.

TEL. 1741. HONGKONG

THE ANDERSON MUSIC CO. LTD.

BEG TO ANNOUNCE TO THEIR NUMEROUS
CUSTOMERS THAT THEY ARE REMOVING TO
TEMPORARY PREMISES.

AT 5 BEACONSFIELD ARCADE

(Opposite City Hall)

OPENING ON MONDAY 16th, JANUARY 1922.

Wm. Powell

DISTINCTIVE FOOTWEAR
FOR GENTLEMEN.

PRICE

\$15.75

PER PAIR.



These are worth \$21.50 to \$30.00 and are made in all leathers by leading American makers. BLACK BROWN. BOOTS, SHOES, BROGUES etc. at above clearing price of \$15.75.

BRITISH MADE

"SAXONE" and "KELTIC" Brands From \$18.50.

NEW ADVERTISEMENTS

WANTED.
POSITION VACANT, in an old-established British firm, for a person of good education, with sound travelling knowledge of South China. Apply Box 187, c/o Daily Press Office.

NOTICE.
KOWLOON WATER WORKS.
IT IS HEREBY NOTIFIED that, owing to alterations to the SUPPLY MAINS to Kowloon Peninsula, water in the distributing mains will be cut off between the hours of 8 P.M. on THURSDAY, 25th inst., and 8 A.M. on Friday, 26th inst.

T. L. PERKINS,
Water Authority.
Public Works Department,
Hongkong, 24th January, 1932. (189)

P. & O. S. N. CO.

STEAMERS FOR STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

Through Bills of Lading issued for Bateria, Persian Gulf, Continental American, and South African Ports.

THE Steamship "DILWARA," Captain Babb, carrying his Majesty's Mails, will be despatched from this Port on or about SATURDAY the 14th JANUARY, 1932, taking Passengers and Cargo for the above Ports. Silk and Valuable and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London. Passengers will be received at this Office until 3 P.M. the day before sailing. The contents and value of all packages are required. For further particulars apply to—

MACLENNON, MACKENZIE & CO.,
Agents.
Hongkong, January 9th, 1932. (188)

CHURCH OF ENGLAND MEN'S SOCIETY.

OFFERING OF 923 SESSION

THE FIRST MEETING of the 1932 session of the Church of England Men's Society will be held in the Cathedral Hall on TUESDAY, JAN. 30th, at 8 P.M.
Mr. J. M. B. BAYAN, M.C., has kindly arranged an excellent programme of vocal and instrumental music.
All are cordially invited. (191)

NOTICE.

I HAVE this day established myself as a SHARE AND GENERAL BROKER.
J. T. BAGHAM,
c/o Hongkong Stock Exchange.
Hongkong, 1st January, 1932. (196)

KOWLOON-CANTON RAILWAY.

(British Section)

TENDERS for the supply of LIQUORS and REFRESHMENTS on four Express and two Slow Trains running between Kowloon and Canton and vice versa.

IT IS HEREBY NOTIFIED that SEALED TENDERS which should be clearly marked "TENDER for SUPPLY of LIQUORS and REFRESHMENTS on THROUGH TRAINS" will be received at the Head Office of the British Section at Kowloon, and at the Office of the Managing Director at Tai Sha Tin until noon on SATURDAY, January 31st, 1932.
Forms of Tender and full particulars may be obtained at the Head Office of the British Section at Kowloon or the Head Office of the Chinese Section at Tai Sha Tin.
The Railway does not bind itself to accept the highest or any tender.

H. P. WINSLOW, WEN TSH OHANG,
Manager, Managing Director
British Section, Chinese Section.
Hongkong, 9th January, 1932. (170)

VICTORIA RECREATION CLUB.

MEMBERS are notified that there will be a MARKED FANCY DRESS Dance on SATURDAY the 28th January for members and their friends. Prizes will be awarded the most original costumes (Ladies and Gents). Intending Subscribers are requested to send in their names and tickets to be sent to the Club on WEDNESDAY the 25th inst. Subscriptions \$3.00 Lady and Gent, \$2.00 Single.

MEMBERS are reminded that there will be a SCOTCH REGATTA on MONDAY the 30th inst. at Black Boulder Point when the following Rowing and Sailing races will be held—Final of Dinghy Race (Mixed Pairs), Novice Four, Junior Four, Senior Four, Tub Sailing (Mixed), Open Four (Open to any Amateur oarsman, crews to be picked from names handed to Secretary at Black Boulder Point), Ladies pairs (With Gentlemen Coxswain), OPEN MOTOR BOAT RACE (Handicap) open to privately owned Motor Boats only. Entries close to Hon. Secretary on WEDNESDAY the 25th inst. OPEN DINGHY RACE—Length overall not to exceed 16 feet. Race open to any sailing dinghy in the Colony. Entries to be sent to Hon. Secretary not later than Tuesday the 24th inst. Conditions—Dinghies will be tied up with their bows on the beach and sails furled. Competitors (two to each boat) with stand 20 yards away. On the gun being fired run to their boats, launch them, hoist sail and sail round course defined on Notice Board to be seen at landing, Black Boulder Point. First Prize presented by Mr. A. van Andel.
A Launch will leave Murray Pier at 9.30 a.m. to convey members and their friends to Black Boulder Point.
Refreshments will be served at \$1.50 per head. Application in tickets, accompanied by the amount, to be sent in to the Hon. Secretary not later than the 25th inst.

R. O. WITCHELL,
Hon. Secretary.

INTIMATIONS

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

5% FIRST MORTGAGE DEBENTURES (RAILWAY BONDS).

PAYMENT OF THE HALF-YEARLY INTEREST due on JANUARY 1st, 1932, will be made on presentation of Coupon No. 19 at any of the undermentioned Banks, viz.:

HONGKONG AND SHANGHAI BANKING CORPORATION, Tientsin, Shanghai or Hongkong.
CHARTERED BANK OF INDIA, Australia and China, Hongkong.
RUSSO-ASIATIC BANK, Tientsin and Hongkong only.

BANQUE DE L'INDO-CHINE, Tientsin and Hongkong only.

BANQUE BRISSE FOUR, Tientsin and Shanghai only.

AT EXCHANGE.

The Interest, less Income Tax at 6 1/2% in the £, will be—

On £200 DEBENTURES: s. d.
Per Coupon (Gross) 13 0
Less Tax at 6 1/2% in the £ 3 7 1/2

Net amount payable 8 4 1/2

On £100 DEBENTURES: s. d.
Per Coupon (Gross) 6 10 0
Less Tax at 6 1/2% in the £ 1 18 0

Net amount payable 4 22 0

On £500 DEBENTURES: £ s. d.
Per Coupon (Gross) 215 0 0
Less Tax at 6 1/2% in the £ 4 10 0

Net amount payable 210 10 0

Payment will be made in Tails at the Demand. Paying rate of exchange of the day the Coupon is presented.

By Order,
THE KAILAN MINING ADMINISTRATION,
W. S. NATHAN,
General Manager. (139)

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

5% PER CENT. FIRST MORTGAGE DEBENTURES (RAILWAY BONDS).

NINTH DRAWING.

NOTICE IS HEREBY GIVEN that, in conformity with the conditions endorsed upon the Debentures, the undermentioned numbers of Debentures of the total value of £24,000 were drawn on the Twenty-seventh day of October, 1931, at the Office of the Company, No. 22, Austin Friars, in the City of London, in the presence of WALTER FITZJAMES TURNER, one of the Directors, ALFRED WILLIAM BERRY, Secretary of the Company, and JOHN WILLIAM PETER JAUHALDE, of 7/8, Great Winchester Street, London, E.C., Notary Public.

The said Debentures will be paid off at par on the 31st December, 1931, at either of the following places—

In London: At the Transfer Office of the Company, No. 3, London Wall Buildings, E.C. 4.

In Hongkong: At the Office of the Local Board, 13, rue Broderick, Brussels.

In China: At the General Offices of the Company, Tientsin.

6 BONDS OF £500 EACH, NUMBERED—

78 121 123 125 220 274

70 BONDS OF £100 EACH, NUMBERED—

400 408 491 493 496 498
507 532 648 670 692 731
732 805 817 819 836 857
883 901 905 1023 1097 1099
1127 1153 1158 1288 1425 1523
1551 1679 1861 1956 1956 2018
2019 2127 2198 2281 2299 2323
2397 2555 2562 2755 3019 3054
3083 3123 3129 3138 3198 3229
3232 3233 3331 3337 3374 3393
3478 3480 3637 3678 3691 3693
3697 3851 3893 3899

700 BONDS OF £20 EACH, NUMBERED—

3502 3590 4012 4063 4071 4085
4097 4191 4339 4356 4393 4563
4570 4641 4683 4796 4839 4866
4889 4916 4993 5186 5193 5239
5241 5400 5424 5453 5491 5478
5590 5591 5689 5800 5881 5888
5948 6052 6075 6108 6204 6333
6340 6251 6252 6300 6343 6359
6376 6421 6435 6467 6440 6529
6689 6835 6876 6904 6921 7034
7148 7153 7809 7975 7213 7295
7401 7434 7430 7456 7467 7513
7577 7580 7723 7760 7734 7884
7875 7934 7935 8065 8148 8180
8178 8306 8399 8499 8599 8715
8725 8743 8864 8871 8937 9039
9113 9144 9225 9296 9373 9404
9430 9481 9489 9514 9597 9647
9674 9679 9723 9733 9837 9913
10009 10114 10124 10179 10191 10293
10346 10353 10484 10491 10593 10611
10617 10632 10686 10705 10757 10801
10822 11017 11123 11157 11234 11249
11373 11476 11523 11612 11619 11621
11628 11679 11754 11815 11827 11909
11932 12018 12030 12035 12111 12170
12229 12371 12420 12521 12587 12756
12759 12796 12815 12838 12843 12927
12941 12989 12976 13020 13039 13074
13171 13255 13296 13308 13823 13844
13864 13703 13838 13897 13994 14000
14037 14120 14183 14227 14237 14295
14320 14329 14359 14366 14373 14395
14449 14479 14529 14533 14593 14693
14694 14701 14767 14769 14856 15047
15067 15111 15173 15206 15240 15259
15299 15433 15493 15533 15538 15621
15728 15738 15876 15878 15908 15950
15980 16022 16048 16063 16123 16150
16164 16196 16200 16210 16237 16310
16329 16423 16424 16446 16453 16514
16528 16538 16738 16806 16814 16819
16829 16893 17044 17106 17148 17189
17199 17228 17410 17419 17439 17480
17497 17547 17550 17553 17555 17556
17599 17573 17630 17647 17659 17684
17738 17726 17729 17797 17808 17830
17860 17871 17887 17926 18023 18028
18071 18275 18320 18506 18548 18581
18633 18699 19025 19045 19061 19067
19094 19102 19134 19208 19232 19234
19274 19420 19423 19501 19548 19568
19676 19739 19845 19895 19917 19920
19993 20008 20083 20131 20200 20217
20222 20268 20422 20478 20523 20741
20828 20923 20930 21110 21113 21143

21153	21209	21296	21320	21411	21419
21433	21441	21453	21505	21581	21592
21748	21761	21815	21829	21836	21897
22343	22460	22413	22427	22428	22528
22511	22555	22708	22831	22836	22899
22907	23034	23054	23094	23118	23178
23299	23370	23387	23400	23571	23647
23694	23788	23800	23808	23850	23854
23857	23937	23968	24078	24150	24188
24180	24207	24507	24537	24538	24539
24560	24614	24653	24656	24674	24713
24738	24745	24768	24841	24870	24928
24972	24987	24991	25023	25038	25083
25157	25148	25355	25358	25359	25423
25428	25428	25428	25427	25441	25483
25568	25594	25590	25590	25595	25681
26011	26181	26189	26239	26234	26337
26349	26448	26498	26510	26532	26573
26598	26835	26891	26937	27020	27029
27145	27229	27375	27411	27423	27433
27515	27599	27758	27789	27838	27880
27904	27916	27923	28007	28096	28153
28223	28244	28263	28293	28323	28438
28454	28488	28490	28533	28560	28578
28598	28598	28599	28738	28811	28870
28873	28974	28987	28978	28986	29070
29080	29113	29158	29178	29238	29258
29330	29416	29438	29478	29482	29498
29794	29856	29859	29858	29859	29858
30047	30159	30208	30233	30301	30350
30403	30433	30498	30523	30538	30573
30817	30833	30748	30773	30773	30818
30869	31016	31064	31159	31194	31235
31284	31353	31388	31497	31530	31578
31790	31846	31955	31980	31984	32007
32150	32217	32219	32321	32320	32325
32409	32420	32494	32503	32507	32534
32545	32731	32817	32847	32843	32864
32977	33037	33049	33135	33177	33247
33410	33418	33452	33430	33447	33478
33489	33493	33498	33528	33528	33528
33589	33740	33773	33734	33783	33800
33814	33837	33903	33958	33983	34098
34110	34122	34149	34153	34204	34318
34296	34319	34332	34354	34374	34783
34847	34913	34925	34937	34981	35088
35068	35106	35284	35421	35438	35571
35634	35688	35736	35683	35681	35834
35893	35915	35938	36002	36030	36067
36081	36158	36173	36197	36248	36290
36334	36469	36474	36593	36602	36604
36609	36693	36720	36779	36793	36836
36886	36896	36970	36986	37035	37108
37153	37197	37238	37224	37297	37325
37381	37585	37571	37675	37713	37823
37740	37791	37793	37837	37943	38023
38191	38205	38301	38319	38355	38380
38370	38429	38431	38523	38528	38563
38737	38834	38717	38753	38793	38824
38875	38887	38891	39013	39033	39123
39149	39189	39185	39232		

The drawn Debentures, with Coupon No. 20 attached, must be left four clear days for examination.

By Order,
ALFRED W. BERRY,
Secretary.

Counter-signed:
J. W. B. JAURALDE,
Notary Public.

22, AUSTIN FRIARS, LONDON, E.C. 4.
27th October, 1931.

NOTICE.—The following Debenture Bonds drawn at previous drawings have not yet been redeemed and should be presented for payment without delay:

£100 BONDS NUMBERED—

684 696 1501

£20 BONDS NUMBERED—

4131 4511 4638 4733 5871 6967
8348 9670 10749 10643 12663 12920
12697 12920 12689 12673 17010 17284
17285 17401 17806 18610 18613 18617
18747 18748 19248 19330 20071 20091
20099 20420 20396 21581 21590 21596
21611 21614 21617 21619 21623 21628
21830 21834 21848 21849 21861 21863
21836 22000 22100 22488 22489 22723
24094 25000 25003 25077 25253 25259
26368 26369 26373 26380 26429 26705
26721 26763 27739 27730 27925 28281
28324 28748 30108 30469 30471 30483
30496 30508 30503 30533 30584 31693
31695 31696 31700 31769 31715 31744
32782 32812 32810 32973

HONGKONG GENERAL CHAMBER OF COMMERCE CHINESE LANGUAGE SCHOOL.

A NEW CLASS for "BEGINNERS" will commence on MONDAY, 18th January, 1932, if sufficient support be forthcoming.

Applicants for enrolment and enquiries regarding hours of School, Fees, etc., should be made to the undersigned as early as possible.

By Order,
D. K. BLAIR,
Secretary.

Hongkong, 2nd January, 1932. (146)

SEAMEN'S INSTITUTE

21, PRAYA EAST, HONGKONG.

FOR the use of all Men of the Mercantile Marine and H.M. Navy.

Reading and Writing Rooms, Billiard Room, Officers' Room, C.E.O.'s Room, Restaurant, Concert Hall, Church.

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CABLES.

LATEST CABLES.

THE CONFERENCE AT CANNES.

MUTUAL GUARANTEE AGAINST AGGRESSION.

PARIS, January 9th.

A French semi-official message from Cannes, dealing with the Anglo-French conversations on the guarantee question, says it is understood that the negotiations have chiefly in mind the realization of an agreement mutually guaranteeing against unprovoked German aggression. It is believed that the two Powers would undertake to lend one another military, naval and aerial assistance to a minimum not yet determined. France making her effort on land and Britain on the sea. Belgium, apparently, will be asked to join the agreement. The message says that with the assurance of the assistance of the British fleet France would be able to adapt her naval-building programme to new conditions.

The message further suggests that a related plan is being considered for a treaty, signed by all the Powers in Europe, engaging to abstain from aggression against neighbours, but owing to its complexity it may be impossible finally to conclude agreements at the present sitting.

BERLIN, January 9th.

The Cabinet has decided to accept the Supreme Council's invitation to send a delegation to Paris.

HERALDING EVERLASTING PEACE IN EUROPE.

PARIS, January 9th.

The idea, born of the Cannes Conference, of reshaping the Entente Cordiale on the basis of a formal defensive pact is received everywhere with great favour as heralding well-nigh everlasting peace in Europe.

A delegation of the British Legion arrived at Nantes on a visit to French comrades, which was the occasion of a great manifestation of Franco-British mutual goodwill and sympathy. In a speech, the British Major Dudley Taylor, President of the Inter-Allied Federation, stated that no cloud must ever hang over Franco-British friendship. The British people will stand by their ally in any circumstances. Telegrams urging the conclusion of the Alliance were sent to M. Briand and Mr. Lloyd George.

LATER CABLES.

THE REPARATIONS PROBLEM.

CANNES, January 9th.

It now seems clear, despite earlier optimistic statements, that the Supreme Council has not reached definite conclusions in regard to the German payments.

WHAT GERMANY WILL HAVE TO PAY.

PARIS, January 9th.

The Supreme Council discussed reparations and guarantees in case of a post-nouncement being granted to Germany for the several instalments due during the current year.

The British delegates are ready to claim only sixty to seventy million gold marks out of the 500 that they consider should be demanded from Germany for 1922. Their Belgian and French colleagues think that Germany is in position to pay double that sum. An agreement has been reached by Council. M. Briand will summon to Cannes the German delegates.—Havas.

GERMAN MINISTERS TO ATTEND.

BRUSSELS, January 9th.

The French Embassy has communicated a Note signed by M. Briand addressed to the Imperial Chancellor saying that the Supreme Council will doubtless require to hear the German representatives during the coming week, and suggesting that, in order to save time the German representatives should proceed to Paris and remain there in readiness to comply with the Allies' summons.

(Continued at foot of next column.)

LATEST CABLES.

RUSSIA AND MONGOLIA. MUTUAL RECOGNITION AGREEMENT CONCLUDED.

LONDON, January 9th.

It is reported from Moscow and Peking that a Russo-Mongolian Agreement has been concluded. The parties agreed to a mutual recognition and undertake not to tolerate the presence of organisations hostile to the other. They guarantee most favoured nation treatment in trade. An agreement will shortly be concluded by the Bolsheviks hoping to secure large quantities of food from Mongolia.

SOUTH AFRICAN LABOUR TROUBLE.

STRIKE SPREADS TO OTHER INDUSTRIES.

JOHANNESBURG, January 9th.

The Industrial Federation has declared a strike commencing on January 9th. This means the extension of the coal mine strike to the gold mines, Victoria Falls power station and town, engineering shops. It is believed that the ballot resulted in a 10 to 1 majority in favour of the strike.

A BIG FORTUNE.

LONDON, January 9th.

Mr. Alfred Crewdson, head of Crewdson, Horrocks, left £391,000.

DUTCH PETROLEUM COMPANY.

BIG DIVIDEND FOR 1921.

AMSTERDAM, January 10th.

The Royal Dutch Petroleum Company has decided to declare a dividend of 150 florins per share and fifteen florins per sub-share on account of the prospective dividend for 1921.

LATER CABLES.

WASHINGTON CONFERENCE PROHIBITION OF POISON-GAS.

WASHINGTON, January 8th.

M. Sarraut, announcing France's adherence to the proposal to prohibit the use of poison-gas, was of the opinion that the exercise of authority in banning the use of gas generally did not seem practicable.

Mr. Balfour pointed out that the agreement would not relieve the nations from the necessity of guarding against the use of gas by an unscrupulous enemy.

THE FRANCO-BRITISH ALLIANCE.

Sunday was devoted to informal conversations. The financial experts discussed the question of guarantees, also a financial commission to control Germany, while Sir Worthington Evans, Sir Robert Horne, and Mr. Blackett conferred with a certain foreign Finance Minister, whose identity is jealously guarded.

British circles are satisfied from the opening conversation that the principal topic behind the scenes at the conference is the question of a Franco-British alliance replacing the tripartite pact in the Treaty of Versailles. Although nothing can yet be mentioned concerning this, it is reliably learned that discussions are actually proceeding.

LATER.

Mr. Lloyd George and M. Briand conferred this evening, discussing, *inter alia*, Anglo-French relations.

As regards the talk of an Anglo-French alliance the British viewpoint is that what is wanted is a European agreement guaranteeing peace on the lines of the Pacific Pact. France seeks additionally definite guarantees against German aggression. Both sides are anxious to settle all differences with a view to the avoidance of misunderstandings.

REPARATION FIGURES.

As regards reparations, it is now proposed that Germany pay £25,000,000 in cash and £27,000,000 in kind, making £52,000,000, namely, £28,000,000 less than originally arranged. She is also to pay £12,000,000 for the armies of occupation. Britain is ready to forgo £7,000,000.

Respecting occupation forces, the conditions to be imposed on Germany include the collection of Customs on a gold basis, an increase in railway and postal rates and in the price of coal, the restriction of paper money, balancing the Budget, and currency reform.

THE MARINE COURT.

STORY OF A HARBOUR CHASE.

The master of the steam launch *Oh W* was charged at the Marine Court, yesterday, before Com. Beckwith, R.N., with (a) failing to stop his launch when called upon to do so by a water police officer at 1.30 a.m. on December 28th and (b) failing to produce his licence when called upon to do so by a police officer.

The defendant pleaded not guilty, but Sergt. Langley, stated that when he saw the defendant's launch coming into the harbour through Sulphur Channel, he called to her to stop and kept on calling by blowing four blasts, all the time approaching. He then fired a rifle and kept blowing blasts. Finally the launch stopped and witness boarded her. He found no licence on board. The coxswain stated that he had not heard the police launch whistle. There was practically no wind and he was within 300 yards of the launch.

Defendant denied hearing either the whistle or the rifle.

The Magistrate gave him the benefit of the doubt on the first charge, of refusing to stop but a previous conviction was recorded against him and he was fined £20 with the alternative of one month's imprisonment with hard labour on the second charge of not having a licence.

YACHTSMAN'S SPILL.

Police Sergeant Morton had an unpleasant experience on Saturday whilst sailing a tiny yacht named the *Elfin* in the harbour.

The rudder of the yacht broke away and with the first puff of wind the yacht capsized. Fortunately, Sergeant Morton is a strong swimmer and managed to keep afloat until picked up by a launch. The accident was witnessed by the passengers on one of the Star Ferry boats.

The yacht which remained afloat was safely towed to the Frigate by the launch that rescued Sergeant Morton.

The yachtsman, except for a ducking, was little the worse for the experience.

THE EXPEDITION AGAINST THE NORTH.

WHY MILITARY CONFERENCE AT KWEILIN IS ADJOURNED.

The Canton Times explains it as follows:—

According to information from Kweilin, President Sun Yat Sen is very busy making preparations for the Military Conference in regard to the question of the Northern Expedition which is anxiously expected by the people of China for the purpose of relieving them from the hands of the bogus Peking Government. Although the military designs, the tactics of war as well as the schemes for the reserve soldiers, have been generally outlined by the President himself, yet as the military representatives from the South-West provinces have not hitherto arrived, the Conference is therefore adjourned. Seeing that it is now the vital moment for the Northern Expedition to be pushed northward against the bogus Government in Peking, urgent telegrams have been addressed to the military officers who demonstrate their true patriotism toward the Republican Government of China to send their delegates to attend the Conference at Kweilin. As soon as they arrive at Kweilin, the Presidential Mandate of the Northern Expedition will be proclaimed at the same time.

News has reached Japan of the death in the United States of Mr. James Roland Moore, chairman of the board of directors of the American Trading Company and until a few weeks ago president of that organization. He died suddenly at his home in New York on December 28th. Mr. Moore was 75 years old at the time of his death, and his connection with Japan and his commerce dates back for nearly half a century. He first came out in 1877 and lived in Yokohama for a number of years as head of the American Clock and Brass Company, which began its operations in Yokohama and became the nucleus of the great Oriental organization of the American Trading Company. At the close of the Russo-Japanese War, the Emperor conferred on Mr. Moore, then head of the American Trading Company, the Second Class Order of the Sacred Treasure, the highest decoration conferred on a foreigner not holding official position.

Discontent is reported by the Chinese Press to be rife amongst the officers and men of the Chinese men-of-war lying in the Huangpu, the grievance being that no one has been paid for six months. The complaint of the men is that the officers and sailors in the Second Squadron have been paid up till last November, but no notice has been taken of the frequent requests made by the crews of the *Zui Shou*, *Ting Yue* and *Zing Au*, for what is their due. The commanders of the vessels state that they will not be responsible for what happens should nothing be done in the matter before the Chinese New Year. Admiral Tsing Tseng, to ease the situation, promised at a date not specified to pay the crews an instalment and the balance of their wages when they were received from Peking. This was too indefinite and the crew next went ashore and besieged the Admiral's Chief Staff Officer saw the men, who were known to be under the impression that \$2,500,000 had been allotted for payment of the Navy. An urgent wire has been sent to the Central Government.

H.O. Daily News.

SCOTTISH SPORT.

CHANGING FORM IN RUGBY.

LEAGUE LEADERS CHECKED.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, November 10th.

No week this season has provided so many surprises in Rugby. The Glasgow Academicals show all the signs of serving themselves heirs to the Watsonians in the Championship. Newport having gone under, and all the Association teams North and South having suffered reverses, the Glasgow side is now the only unbeaten one in the United Kingdom. It may be recalled that they were last but one pre-war Champions.

Heriotians and Stewartians provided the most important game. They were standing equal in the Championship, trying for second place. The engagement was, therefore, looked forward to with the keenest interest and in no respect did it disappoint expectations. It was only after a tremendous struggle that Heriot's won by a try, scored by G. W. Somerville, one of the most promising of our Scottish players. A quite unexpected result was the defeat of Watsonians by Edinburgh University, though the latter are now getting well into their stride. Dr. C. G. Nimmo was ousted out of his retirement of help Watson's, but even the assistance of the old International could not prevent the students coming in winners. The greatest reverse of form, however, was the victory of the Institution F.P.'s over West of Scotland.

For some years past, Edinburgh Academical football has not been of the quality expected of a school of such reputation. The personnel is absent; there is not the material to work upon. This is not an experience confined to the Academy; it is a stage that, some time or other, every public school has to pass through. Then the Academicals lose heavily by the boys who go to the English Universities and the Military Colleges. As a matter of fact, there is a first-class Academical club division in England, and not much more than a shadow of a similar division in Edinburgh.

No one, therefore, hoped that the Academicals might check the Cambridge University team on their visit to the North, and as a matter of fact they were over-run from beginning to end of the match. The only consolation they could get out of the game was that Manchester had had a more severe beating three days previously, 68 to 3.

Glasgow Academicals, 37; Royal High School, 0.
Glasgow High School, 0; Glasgow University, 0.
Hawick, 11; Wanderers, 0.
Gala, 9; Selkirk, 3.
Jed Forest, 6; Malrose, 0.
Heriot's, 3; Stewart's, 0.
Edin. Univ., 8; Watson's, 6.
Kelvinside, 8; Hillhead, 0.
Loretto, 9; Fetters, 3.
N. of Scotland, 15; Midlands, 0.
Institution, 11; West, 2.
Edinburgh Academicals, 0; Cambridge University, 48.

THE SCOTTISH LEAGUE.

The League card looked quite commonplace; no one expected sensational results. Yet Celtic were defeated by Kilmarnock, a club which attracts little attention; and Rangers were only able to effect a draw with Dumbarton, one of the weakest combinations in the competition. There was some reason for Rangers' failure; too much has been taken out of their men of late; they showed distinct signs of staleness. Patrick Thistle profited by the failure of the leaders; they are now level in points with Celtic; and their followers hope to see them make a fight for the first place. Clyde, who made a good start in the League, have now completely fallen from grace; only one victory stands to their credit during the past eight weeks.

Aberdeen, 3; Airdrie, 0.
Albion Rovers, 1; Hamilton, 0.
Clyde, 1; Falkirk, 3.
Clydebank, 1; Partick Thistle, 3.
Hibernians, 1; Dundee, 0.
Kilmarnock, 4; Celtic, 3.
Motherwell, 3; Hearts, 1.
Queen's Park, 0; Third Lanark, 0.
Raith Rovers, 5; Ayr, 0.
Rangers, 17; Dumbarton, 1.

SCOTLAND'S DEFEAT AT TENNIS.

Among experts no surprise is felt at the overwhelming defeat of the Scottish lawn tennis players in London by the All-India team. The fact is that the standard of play of the two sides is altogether on a different plane. To those who were at the Queen's Club a fortnight previously when the covered courts championships were in progress, and saw how easily M. Glenn, the captain of the Indian team, disposed of some of the leading English players, it was quite apparent that no Scottish players would have the slightest chance in a trial of strength with the visitors. The Indians hit the ball harder, and hit it with far more accuracy than the Scotsmen, and they have a much greater variety of strokes. The chief secret of the Indians' success, however, is that they are constantly playing against the best stars in Europe, America, Africa, Australia, and Asia, while here in Scotland the game is an after business pastime played only with Scots.

The Lothians Golf Association have given a lead to the other district associations of the newly formed Scottish Union by carrying through an important tournament. As I have already written, Mr. Mortenhal won the club championship, and last week Mr. W. B. Torrance, Burgess, gained the individual championship of the district.

WORLD SHIPPING.

NATIONS IN CONFERENCE.

OWNERS AND SURPLUS TONNAGE.

Under the auspices of the Chamber of Shipping of the Kingdom an International Conference of Shipowners was opened on November 23rd at the Hotel Victoria. The countries represented were Australia, Belgium, Canada, Denmark, France, Germany, Holland, Italy, Japan, Norway, Spain, Sweden, the United States of America, and Great Britain.

Sir Owen Phillips, M.P., the President of the Chamber, welcomed the delegates, many of whom, he said, had come thousands of miles to attend. This was the first conference of the kind that had ever been held. The proposal did not emanate originally from British shipowners.

A conference had become inevitable. In recent years, and more especially during the last few years, as a result of the war, there had been a growing tendency towards co-operative organization, not only nationally, but internationally. It was evident in the actual conduct of shipping business, as well as in other great industries which had the world as their sphere of activity; whilst the growth and strength of the organization of labour, both national and international, had been particularly noticeable. Nations, like individuals, had shown a greater tendency to co-operate to mutual advantage. Before the war the maritime countries of the world prepared the draft Maritime Convention of 1914, commonly known as the Convention of London, some of the provisions of which would occupy, perhaps, the most important part of their programme.

They had seen the League of Nations established, with the International Labour Office as one of its branches. There was now sitting at Washington what might prove to be an epoch-making conference of nations. Hardly any international conference, whether of nations, commercial men, or representatives of labour, was ever held which did not, either directly or indirectly, deal with questions affecting shipping. With the delegates to the conference that day there was a connection with almost every individual shipowner throughout the whole world. In the absence of international organization they had been indebted especially to the International Law Association and the Comité Maritime International for providing the means of discussion whereby many maritime questions had, in fact, been settled internationally. Thus the International Law Association arranged and proposed famous York-Antwerp Rules now in general adoption, and had recently framed The Hague Rules, 1921, and produced a report on Deck Cargoes, both of which subjects were included in their agenda.

The Comité Maritime International had been responsible for framing several valuable draft maritime conventions. The Draft Convention on Salvage and Collision which they evolved had already received international assent, while their conventions on limitation of liability and mortgages and liens had already received consideration at the hands of one Diplomatic Conference, and there was every reason to hope they would be accorded international sanction if they did their part in pressing their respective Governments to give them early consideration. Those two distinguished international bodies consisted primarily of eminent lawyers, to whose voluntary labours they were deeply indebted. But good as they were they could not take the place of an international conference like the present one. There were many subjects which, as practical shipowners, they must consider for themselves among them—

They must always be ready to consider among themselves propositions emanating from such bodies as those and from merchant organizations affecting the conduct of their business, and they would always, he hoped, be prepared to consider proposals and suggestions advanced by other bodies—especially Governments—which would prescribe or seek to have prescribed the manner in which they should build, equip, manage, and run their ships, or would impose other conditions gravely affecting the conduct of their great industry. At no time in the history of world trade had it been more important to observe that, in providing the services of the world, they should be guided, not only by considerations of safety and efficiency, but also by considerations of economy. Each consideration was fundamental, and if they lost sight of any one of those objects they would fail to achieve the others.

Discussing surplus shipping, Sir Owen Phillips declared that if Governments and peoples resolved to do away with even one-half of the present artificial restrictions on trade and commerce there was no doubt there would be employment for a greater number of steamers than there was at present; and this would at once result in employment being given to an enormous number of men who were now seeking for work. Unfortunately one large number of people appeared to think like so hard as they did in days gone by. This was one of the after-war myths that must be cleared away before general prosperity and good times could return.

Speaking to a resolution moved by himself on The Hague Rules, which affirmed that freedom of contract lay at the root of all successful trade and commerce, Sir Norman Hill said it was the principle on which all shipowners acted. They believed in freedom of contract, but they became convinced that if restrictions were to be imposed on the shipowners it would be in the interests of all that those restrictions should be the same in all ports and in all trades.

"I am satisfied," he continued, "that The Hague Rules are a substantial improvement on the Harter and Dominions Acts, and that they are an improvement on any Act of Parliament that would have been prepared to carry into effect the report of the Imperial Shipping Committee. I am satisfied on these points."

(Continued at foot of next column.)

THE LEAGUE NOT A SUPER-STATE.

LORD R. CECIL ON ITS WORK FOR PEACE.

Addressing the members of the Australian and New Zealand Luncheon Club at the Hotel Cecil, last month, Lord Robert Cecil said the League was as he understood it, an association of the free peoples of the world in order to avoid such catastrophes as the late war, and to maintain peace. It was essential to bear in mind that the League was not, and did not profess to be, a new super-State or new organization which was to give orders and to make laws for the world. Any such conception was outside the range of practical politics, even if, as he doubted, it were desirable in itself.

He was by no means hopeless of the success of the League. Nothing had been more remarkable about the Assembly than the amount of corporate life it had developed. Though the League had not yet been tested by any great crisis it had shown it was capable of very useful work in preserving the peace of the world.

He regarded it as the only hope ultimately of bringing unity out of the elements of discord which had arisen through the dissolution of the Austro-Hungarian Empire. He was profoundly thankful that the Prime Minister of Czechoslovakia was a strong supporter of the League, by its settlement of the dispute between Sweden and Finland, had, at a cost of some £2,000 or £7,000, averted trouble which might have cost tens or hundreds of millions.

If the dispute between Poland and Lithuania had not been settled, further hostilities had at any rate been avoided. In the atmosphere of the League, too, there had been a material diminution in the temperature with regard to the Silesian question. The League was of importance to Australia and New Zealand, but even if they had no use for the League the League had need of them. It was necessary to call the new world into consultation to redress the balance of the old.

BRITISH REWARD A GERMAN.

SILVER CUP AND MEDAL FOR RESCUE OF BRITISH CREW.

The saving of the sea that English never forgot a service rendered to a British subject was borne out by an American Press Agency, when it was learned recently that the British Consul-General in New York had bestowed on a German merchant marine officer a silver loving cup and medal earned by a daring rescue in 1914.

In February of that year the British steamship *County of Devon* capsized on her way from Norfolk to Rotterdam. For three days her captain and twenty-four members of her crew pitched in raging seas.

The German tanker *Deutschland* was the first to sight the helpless British boat, whose crew, unable to launch life boats, at last jumped in the sea. Disregarding danger, a boat in command of the *Deutschland's* first officer, Ernst Harmer, put out and rescued the entire British crew.

Then came the war. For five years England and Germany were enemies. A month ago there came into New York the tank steamer *Frisula*, with Harmer on board. He was invited by Captain-General Armstrong, the British Consul-General, to visit his office. There, by direction of his Government, Captain Armstrong presented to the recent enemy England's testimonials for an act of bravery at sea.

THE SCRAPPED BATTLESHIPS.

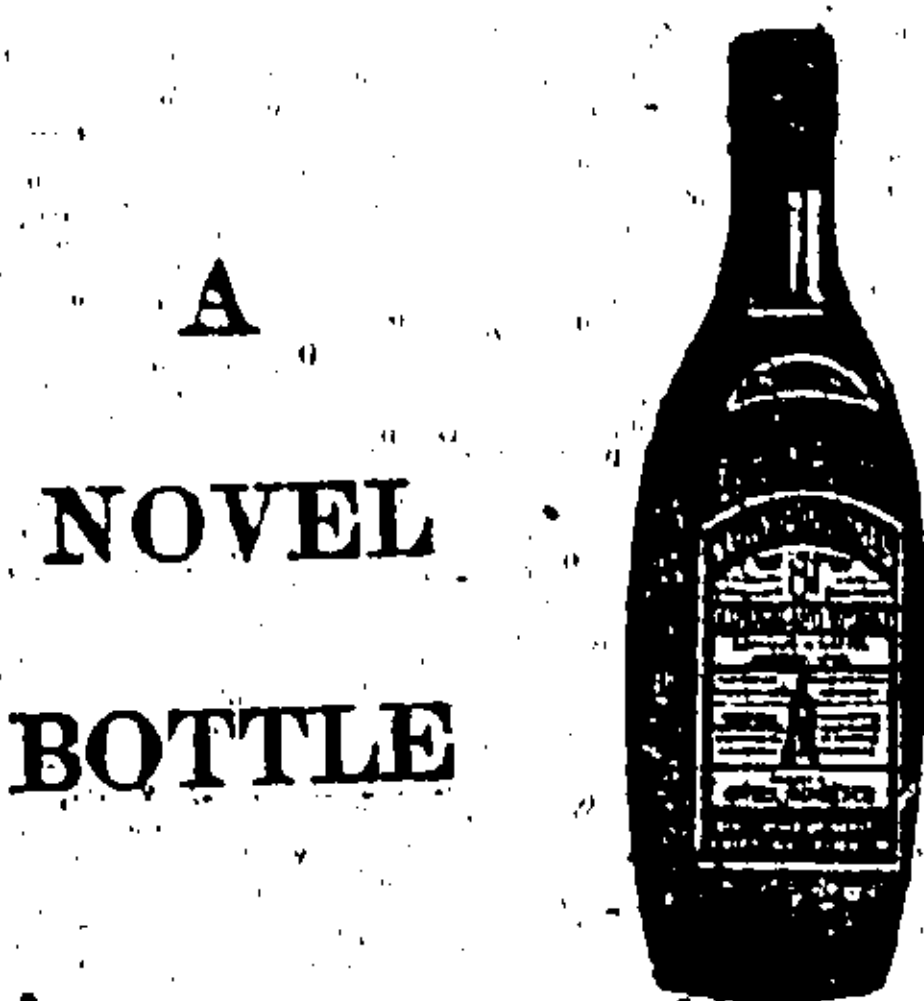
NO SACRIFICE OF NAVAL POWER.

Admiral Sir Percy Scott, opening a bazaar at Hampstead Conservatoire on November 25th, made a reference to the Washington Conference. As far back as 1913, he said, our naval officers considered the battleship as dead from the fact that she could not perform the function that she was built to perform. Neither Great Britain nor any country was making any sacrifice in scrapping battleships, because there was no sacrifice in giving up a thing that was no good to you. It was, nevertheless, a curious thing that while the opinion of our own naval officers was ignored, the advice of America was followed. The four battleships which the insane committee had decided to build would have cost £20,000,000 each. Add to that the £70,000,000 which would have been required for widening docks and so forth, and they had a saving of about £100,000,000. That ought to represent a 25 per cent reduction in the income-tax.

The bazaar was organized, he continued, for the restoration of an organ, which was far removed from his own business. He was by trade a professional murderer. But he understood that the organ at All Souls' Church was played by an ex-Serviceman, so that their charity had a double object. He hoped that those present would have no consideration for conscientious objectors. He himself was a conscientious objector; he objected to men who refused to fight for their country being allowed to live.

not merely in the interests of the shipowners themselves but in the interests of international commerce as a whole. If they did adopt The Hague Rules it must be on the footing of their not only taking but also giving the full treatment each and all of those Rules. Charges were able for the services they rendered; but in return for the freight they received they must give to the Brierly imposed on them. That was the basis on which the negotiations had proceeded from first to last with the cargo interests, and he was convinced that it was only on that basis that not only traders and the shipowners but also the producers and consumers in the world would be able to reap the benefits that were derived from the settlement of a controversy which had lasted far too long.

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and

REPULSE BAY.

PRINCESS MARY.

"TYPICAL ENGLISH GIRL."
THE QUEEN'S TRAINING.

It was in the year of Queen Victoria's Diamond Jubilee, 1897, that Princess Victoria Alexandra Alice Mary was born on April 25th at York Cottage, Sandringham, and was christened by Archbishop Maclagan, of York. Her education was carefully supervised by the Queen herself, Miss Dursau being her governess. Her Royal Highness worked hard at her lessons, and is now to-day an accomplished woman. In an interesting sketch of the Princess's early years Sir Richard Holmes, who was for a long time librarian at Windsor Castle, says: "From her earliest years the Princess Mary has been carefully trained by Queen Mary in the household arts. She has been taught cookery, and has herself prepared all manner of dishes; though I have heard it somewhat humorously remarked that her taste in the culinary art inclines to the preparation of such dishes as she most enjoys herself. The Princess has also been instructed to do various kinds of needlework. She is an associate of the London Needlework Guild, and sends it some of her work every year. To these early lessons in domestic economy was added another—the desirability of taking care of pocket-money, and the Princess accordingly opened an account in the Post Office Savings Bank, being the first member of the Royal family to take that course."

In later years Princess Mary has consistently set herself to perform duties in a manner before unknown in the annals of the Royal house. She was permitted to break away from old traditions which forbade a princess to take any part in public life while still unmarried, and in the freedom thus accorded to her she has represented in much more marked degree than those who have preceded her the life and interests of the girlhood of her day. Her Royal Highness may be said, indeed, to stand as the typical modern English girl, with her practical share in social movements and her active participation in all forms of outdoor games and sport. In the fulfilment—always gracefully discharged—of many ceremonies she has met all sorts and conditions, adding on each occasion to her personal popularity.

English history has never had a more enthusiastic student than the Queen, who understood long ago that the human interest of the people who have made the Empire what it is transcended mere dates and names. It was along these lines that Princess Mary has pursued her studies. She went to the Tower of London, to Windsor Castle, to Hampton Court, to St. James's Palace, to realise the parts that her own ancestors, great statesmen, sailors, soldiers had borne in the making of Britain. But beyond that she has been into practically every City church not once, but repeatedly, and at Epsom, and the Westbury, and at Epsom, she learnt something of the Revivalists of the eighteenth century. In all her education the Queen had one great purpose in view. It was to develop in her daughter a deep love and understanding of all that Britain stands for in the world.

FONDNESS FOR SPORT.

The great pleasures of the Princess are found in games and sports. In her more girlish days she held her own with her brothers at cricket, but since then she has taken keenly to lawn tennis, at which she plays a very good game. Foremost of all her delights is that of riding, and though she rarely rides in the park, she spends hours in the saddle at Windsor, Sandringham, or Alder shot. She has not done much hunting before the season of 1929-30, when she became an honorary member of the Garter Hunt, and rode to hounds with the West Norfolk.

While the war was in progress—in 1917—Lady Amthill suggested the formation of an ambulance class at Buckingham Palace in connection with the Voluntary Aid Detachments. The Queen fully approved of the idea and Princess Mary at once joined it, together with some five and twenty young ladies of her circle of acquaintance, and her Royal Highness passed the written and viva-voce examinations with distinction, obtaining her certificate. She wished to go more thoroughly into nursing and later attached herself for some months to the staff of the Hospital for Children in Great Ormond-street. After the armistice had been signed her Royal Highness went to France in order to see the actual work of the V.A.D. in that country.

Princess Mary, it may be added, was in 1918 appointed to be Hon. Colonel-in-Chief of the Royal Scots (Lothian) Regiment. On that occasion she applied to the Duke of Kent, and that Queen Victoria had in consequence always regarded herself as its special daughter. Princess Mary promised also to watch over its interests with special care during its absence on service in India.

The action of the King and Queen in giving their assent to the betrothal of their only daughter to Viscount Lascelles will be hailed with universal satisfaction throughout the Kingdom and Empire, especially in view of the fact that their Majesties have not wished her to marry a consort from any foreign Court, but have given their consent to her betrothal to a member of a good old English family. There is excellent precedent for such marriages—Queen Victoria's daughter, Princess Louise, became the wife of the Marquis of Lorne (afterwards Duke of Argyll). At a later date, the eldest daughter of the Prince of Wales (afterwards Edward VII.) was given in marriage to the Earl of Bute, a Scottish noble who was afterwards elevated to a dukedom. That Union also was exceedingly popular.

The Duke of Connaught's consent to the marriage of his daughter, Princess Patricia, to Commander the Hon. Alexander Ramsay, brother of the Earl of Dalhousie, was a step in the same direction. And now comes the greatest announcement of all—that Princess Mary is to wed the heir to the Earldom of Harewood.—Daily Telegraph.

FACE UNSIGHTLY WITH PIMPLES

Extremely Painful, Lost Sleep.
Cuticura Healed in A Month.

"My face began to get blotchy, and later small pimples appeared so that soon my face was a mass of irritating eruptions of a wet nature. My face, besides being most unsightly, was extremely painful, and I lost a lot of sleep."

"I had a tablet of Cuticura Soap and a box of Cuticura Ointment sent me. After a short time the itching and burning seemed to vanish, and within a month my face was healed." (Signed) John Morley, 99, Canon Cockin St., Sunderland, Durham, Eng.

Cuticura Soap to cleanse, purify and soothe, Cuticura Ointment to soften, soothe and heal, are ideal for every-day toilet purposes.

Sole U.S. Dispensary, 14, 34, and 24, 64, Sold Everywhere in Empire. For small size see list of Agents. 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"HARBINGER OF HOPE."

AMERICA'S CALL TO PEACE.

MR. HARVEY ON A NEW ERA.

The English-Speaking Union organized an Armistice Day dinner at the Hyde Park Hotel, Knightsbridge, to meet the American Ambassador and Mrs. Harvey. Capt. Guest, M.P., Secretary of State for Air, presided.

The Chairman, in proposing the toast of "Our Guests," said that only a few minutes before dinner Mr. Churchill had been summoned by the Prime Minister to an important conference dealing with the Irish settlement. The first message Mr. Churchill would have conveyed to them would have been that the one and only thing that mattered to-day was fervent co-operation between the great English-speaking races. As long as they were united they need not fear any foe; and that freedom and liberty were secured not only to them, but to the whole world as well. If they were divided, the road lay open to mischief and intrigue through which they alone would not suffer, but the whole world. The policy of the Government and the views expressed by all thinking leaders of public opinion in this country, both in connection with European matters, with Irish policy, and with Washington policy, were all in the direction of cementing still more firmly the great English-Speaking Union which existed to-day. There was no instrument of more potent value than their organization.

The American Ambassador, in reply, referred to the proclamation of the President of the U.S.A. declaring that day a holiday, and asked what that act signified. The signing of the famous compact in the cabin of the *Mayflower* on November 11th, 1620, could be regarded as no more than a coincidence, though a most interesting and impressive coincidence, in relation to this new American holiday. Then although it was the anniversary of the Armistice no holiday had been proclaimed last year or the year before and, in the ordinary course, none would have been proclaimed this year. "What then must we conclude?" proceeded His Excellency. "Obviously this. To-day, as of the present, signifies a joining together of the past and the future. On the one hand of the Potomac, in the sacred soil of Arlington, the body of our Unknown Warrior has been lowered reverently to its final resting place. On the other side of that historic river, in our beautiful national capital, for the first time in history, have gathered the foremost statesmen from the uttermost parts of the earth, in common determination to find for the distracted peoples of the world a way to the peace and happiness which constitute their priceless heritage from the Maker of the universe."

A memorial to our own patriot dead, a harbinger of hope for all living—such is the true purpose of this, our holy day! Could there be a nobler! And could there be an aspiration more worthy of your every help—aye, of your every prayer—than this of our great-hearted Chief Magistrate in the service, not of his country alone, and least of all of any ambition of his own, but of all of human kind? "The American Conference," said your great Prime Minister at the Guildhall on Wednesday evening, "has the future of civilization in its charge." "Its success," he added, would be "the greatest event the world has seen in 1000 years." Its mere advent at this crucial moment bore to his rare imagery the appearance of "a rainbow across the skies."

Equally impressive was the striking contrast, drawn from his own exceptional powers of observation and long experience, marked by the Marquess Curzon. Reliance, he said in effect, could no longer safely be placed upon mere balance of power. Conception of true international relationship had advanced by leaps and bounds. Conscious groping for something broader and better was apparent on all sides. How could that object be attained? In one way only. Through "clear understanding, and mutual co-operation between the nations of the world." That is to say, as I interpret Lord Curzon's measured words, the night of concealment, deception, and intrigue has passed, the day of openness, frankness, and sincerity has dawned, and the first requisite of essential co-operation is the tolerance which springs invariably from wide and sympathetic comprehension.

HISTORY'S BATTLE RECORD.
There have been solid ground affording sure footing. And we would better stand there for yet a while. Survive as we may, we cannot escape the facts or evade the lessons of history. And history is, in truth, we may not deny, chiefly a record of battle. From the beginning strife has reddened its pages—the strife essential to physical existence, the strife requisite to mental development, the strife which cleared the way for moral growth and the gratifying of spiritual longings.

It is an appalling story, that of human-kind. But from whatever viewpoint we regard creation, whether of directly divine origin or indirectly divine through natural processes, the incessant struggle plainly appears as the product, not of accident, but of design. When God set man over the beasts of the field, by that very act He called upon man to maintain his supremacy, if necessary, by force. When Nature evolved the primitive savage, she did not leave him to bask in the sun, but enforced upon him constant activity of mind and body to withstand the perils of existence. It was war, ceaseless, everlasting war—but purposeful, predestined, inevitable, noble. Between truth and falsehood, between right and wrong, there is no middle ground. Between searching for truth and resting contentedly in the acceptance of error there can be no compromise. Strife must continue for ever between the mighty opposing forces for good and evil.

AMERICA'S RELIEF.

But, merely because history is chiefly a record of battle, must it for ever be? Physical warfare is not the only which decreed by the Creator. The strength of a country is not measured by armies and navies. Intelligence, character, conscience constitute the true bulwarks of national welfare. A school-house at the corners is more potent ultimately than a Dreadnought of the seas. One little church on the hill is worth a score of regiments. Success in agriculture, commerce, and manufacture presages certain triumph in war if the cause be just. So we of America, rightfully or wrongfully, continue to believe. If it be true, as Lord Curzon plainly indicated, that the strength of purposeful narrowness has already begun to fade under the illuminating rays of forbearance, then assuredly we are facing the inauguration at Washington of a new era, and clearly the supplanting force is one to be cherished and nourished by the two great segments of a race that is indeed, as we so often say, common in origin, in tradition and language, and yet permit me to remark, quite signally uncommon in certain respects which make for vast accomplishment.

The conclusions, then, are these: that, in conformity with a fixed law of the unceasing development of the human race, tolerance has supplanted its antithesis as an actual force; that the beginning of its supremacy may be as of this very day; that, consequently, a peculiar responsibility devolves upon our two peoples not only to maintain, but to enhance the new and better and higher power among men; and, finally, that we cannot hope to fulfil our mission unless we accord it supremacy among ourselves—among ourselves as free but faithful members of a healthily contentious but wholly devoted family. And here enter into the development of our people societies such as yours, which are springing into being all over the English speaking world—societies who real service is to the very life of succeeding generations through the cultivation of understanding and the arousing of aspirations which might otherwise never be stirred. Such associations make for a tolerance, one another's emotions and opinions, without which we can never hope to soften the spirit of savagism which now more poignantly than ever before since Armistice Day of three years ago, if not, indeed, since Christ came out of Nazareth, seems to possess the world. Idylls of love are familiar. Listen to this eclogue, swiftly changing to a pastoral of hate:—

My enemy came nigh,
And I
Stared fiercely in his face,
My lips went writhing back in a grimace,
And stern I watched him with a narrow
eye.
Then, as I turned away, my enemy,
That bitter heart and savage, said to me:
"Some day, when this is past,
When all the arrows that we have are cast,
We may ask one another why we hate,
And fall to and a story to relate.
It may seem to us then a mystery
That we could hate each other." Thus
said he,
And did not turn away.
Waiting to hear what I might have to say.
But I fled quickly, fearing if I stayed
I might have kissed him as I would a
maid.

CHRISTIANITY AND CHARITY.

I speak not of forgetfulness nor of forgiveness, but only of the sweetness bequeathed by God to His children. And could I do better on this, our holy day! Do you know that there is only one quality that distinguishes Christianity from a score of other religions? Other religions require faith of one kind or another; other religions inspire hope; but Christianity puts the seal of its supreme approval upon Charity, greater than either—not the charity of giving; but of forbearance, of tolerance, of the brotherhood of man! Here is the foundation, the very cornerstone of all of our ideals, ignore it, and you drown in the sea of confusion. Despise it, and you adopt distrust of all things human and divine. Forsake it, and you bury conscience and love and all of the dearest of life. Refuse to see it, and a cloud sweeps across your vision and hides in darkness the sun of inspiration to do for others what you would have them to do for you and those you love. You may not understand; but you may believe that:—
What to thee is shadow, to Him is day,
And the end He knoweth;
And not in a blind and aimless way
The spirit goeth.
The spirit, yes, the spirit of forbearance, and to that I pin my faith.

Mutual respect, mutual confidence, mutual tolerance—these are the essentials of that genius for co-operation which has already won for our Christian President the hearts of our own people, and is destined, I sincerely believe, to fetch the entire English-speaking race into harmonious relationship so nearly perfect, both materially and spiritually, that all mankind will realize in the near future that there is more power and glory in "Lead, Kindly Light," than in all the fighting anthems of the world.

IRRITATED & INFLAMED EYE

can be directly traced in many cases to the Sunday Motor trip and Golfing. The dust from sections of the local roads contain a decided eye-irritant. A suggestion for these trips would be to keep the windshield up and to use a pair of Sun-glasses. Sun-glasses of any pattern with either Crookes, Lunel, Fieuzal, Amber, London Smoke, or Blue lenses are obtainable at very moderate prices from The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians—the most competent manufacturing optical establishment in South China—located in 63, Queen's Road Central, (opposite to the Singer Sewing Machine Company.—Advr. [64]

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS, SUBJECT TO ALTERATION

SHANGHAI via SWATOW ... "KONSHING" ... Tues., 10th Jan., D'light
HAIPHONG via HOIHOW ... "LOKSANG" ... Wed., 11th Jan., 10 A.M.
STRAITS & CALCUTTA ... "CHAKSANG" ... Wed., 11th Jan., 3 P.M.
TIENTSIN via SWATOW & SHANGHAI ... "YUSANG" ... Wed., 11th Jan., Noon.
SHANGHAI via SWATOW ... "TUENSANG" ... Fri., 13th Jan., Noon.
SHANGHAI via SWATOW ... "NAMSANG" ... Fri., 13th Jan., D'light
YOKOHAMA & KOBE ... "KWAISANG" ... Tues., 17th Jan., 10 A.M.
BANGKOK ... "MAUSANG" ... Wed., 18th Jan., Noon.
BANGKOK ... "HOPSANG" ... Thurs., 19th Jan., 10 A.M.

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday. Sailing at Hoihow when inducement offers.

HAIPHONG LINE.—Fortnightly sailings to and from Sandakan by two 5,000 tons steamers S.S. "HINSANG" and S.S. "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Dairi.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chedao.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.S.S. "CHAKSANG" will be despatched on or about
Tuesday, 11th Jan., at 3 p.m., for SINGAPORE, PENANG
& CALCUTTAThrough Bills of Lading issued to RANGOON, PORT SWET,
TENHAM, MADRAS and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.

GENERAL MANAGERS

OFFICE No. 215.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.-STRAITS, CHINA & JAPAN SERVICE.
OUTWARDS.

Vessel	Due Hongkong
M.V. "GLENADE"	... 22nd Jan.
M.V. "GLENAMOI"	... 31st Jan.
M.V. "GLENBARA"	... 15th Feb.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
M.V. "GLENNAVY"	28th Jan.	GENOA, LONDON, ROTTERDAM, & HAMBURG.
M.V. "GLENLUCE"	8th Feb.	GENOA, LONDON, ROTTERDAM, & HAMBURG.
S.S. "GLENSHANE"	19th Feb.	GENOA, LONDON, ROTTERDAM & HAMBURG.

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.**The Glen Line, Ltd., Agents.**

Telephone No. 215 sub-ex. 23 and 3695



Cable Address
Kawakisen, Kobe.
Messrs. A.B.C. 6th Fl.
and Bow's Office.

Telephone No. (Sanseki)
1544, 1593.

KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP ... ¥20,000,000

President: Mr. Y. KAWASAKI.
Vice-President: Mr. K. MATSUOKA.
Managing Director: Mr. MATSUYA ARI.

as Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—
Eleven steamers of 9,100 tons each deadweight.

And under the Company's Management:—

Twenty steamers of about 9,100 tons deadweight each.
Two steamers of about 6,400 tons deadweight each.
(Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter and all other particulars apply to the

KAWASAKI KISEN KAISHA.

No. 3, BARR ROAD

THE NEW FLEMISH REMEDY.
**THERAPION No. 1
THERAPION No. 2
THERAPION No. 3**
No. 1 for Rheumatism, No. 2 for Gout, No. 3 for Gravel.
Sole Dispensers: Messrs. The Chinese Dispensary, Ltd.,
100, Queen's Road Central, HONGKONG.
Sole Agents: Messrs. The Chinese Dispensary, Ltd.,
100, Queen's Road Central, HONGKONG.ON SALE
BOUND VOLUMES of the HONGKONG
WEEKLY PRESS, January to June
1921
With Index, Price \$7.50.
On sale at the Hongkong Daily Press Office.

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.Carried on through Bills of Lading from HONGKONG to BEIRA
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH
& CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.
Managing Agents.

ELLERMAN LINE

ELLERMAN & BUCKNALL S.S. CO., LTD.

FREIGHT & PASSENGER SERVICE
FAR EAST/UNITED KINGDOM & CONTINENT.

S.S. "CITY OF BOSTON"	30th Jan.	London, Rotterdam & Hamburg
S.S. "CITY OF MANCHESTER"	17th Feb.	Marseilles, London, R'ham. & Hamburg
S.S. "CITY OF TOKIO"	24th Feb.	London Rotterdam & Hamburg

PASSENGER SERVICE

S.S. "CITY OF MANCHESTER"	8th Jan.	Shanghai, Kobe, Yokohama
S.S. "CITY OF MANCHESTER"	17th Feb.	Marseilles, London, Rotterdam & Hamburg
S.S. "CITY OF SIMLA"	Middle March	do.
S.S. "CITY OF CALCUTTA"	10th May	do.

Subject to change without notice.

For particulars of freight and passage rates apply to—

THE BANK LINE, LTD.

or Buss & Co., Canton.

General Agents

NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

ELLERMAN & BUCKNALL S.S. CO., LTD.

Sailings from Hongkong.

"CANPA"	via Suez Canal	10th Jan. 1922
"CITY OF CAMBRIDGE"	via Suez Canal	20th Jan.
"CITY OF DURHAM"	via Suez Canal	30th Jan.
"KEEMUN"	via Suez Canal	10th Feb.

* Calls at Boston if sufficient inducement offers.

Steamers proceed via Suez Canal or Panama Canal at Owners' option
Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG
HONGKONG AND CANTON; BEISS & CO. CANTON.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

Destination	Steamer & Date	Departure
SHANGHAI, KUEI & YOKOHAMA	"CAP ARCONA" 15,000	On or about 11th Jan.
	"AZAY LE RIDEAU" 15,000	On or about 11th Jan.
SAIGON, PHNOM PENH, ANGKOR, COLOMBO, SINGAPORE, SUEZ & PORT SAID	"PORTHOS" 20,000	On or about 15th Jan.

For full particulars regarding sailings, etc., apply to—

BODENFUEHR,
Acting Agent,
Queen's Building.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good
accommodation for First-Class Passengers, Electric Light and Fans in staterooms
and Saloons, and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

"SHALONG"	Capt. W. Cooper	TUESDAY, Jan. 10th, at 12 Noon
"HAIKONG"	Capt. W. C. Farnmore	FRIDAY, Jan. 12th at 12 Noon
"MAIHING"	Capt. J. S. Thomson	TUESDAY, Jan. 17th at 12 Noon

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAFRAIK & CO.,
General Managers.P. & O. British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (at)	Destination
"DILWARA"	5,970	14th Jan.	Spore Colombo & Bombay
"EGYPT"	7,841	18th Jan.	Bombay, Marseilles, L'bon. & Antw.
"KASHMIR"	8,841	1st Feb.	Marseilles, London & Antwerp
"NAGOYA"	6,854	16th Feb.	do.
"KASHGAR"	8,840	1st Mar.	do.
"SICILIA"	6,700	14th Mar.	Singapore, Colombo & Bombay
"KEIVA"	9,017	15th Mar.	Marseilles, London & Antwerp
"DEVANHA"	8,093	29th Mar.	do.
"NOVARA"	8,850	12th Apr.	do.
"KALVAN"	8,887	26th Apr.	do.
"PLASSY"	7,348	10th May	do.
"DONGOLA"	8,000	24th May	do.

BRITISH INDIA - APCAR SAILINGS (South)

"GREGORY APCAR"	7,000	16th Jan.	Calcutta via Singapore Panama and Hongkong
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EASTERN & AUSTRALIAN SAILINGS (South)

"ABAFURA"	4,000	12th Jan. 5 p.m.	Manila, Sebastik, Brisbane, Sydney & Melbourne
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SAILINGS TO SHANGHAI & JAPAN

"JAPAN"	4,500	18th Jan.	Yokohama and Shanghai
"ST. ALBANS"	4,500	17th Jan.	Yokohama direct
"NAGOYA"	7,000	18th Jan.	Shanghai and Japan

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

1st Saloon Passengers may travel by P. & O. Company's Steamers between Singapore
and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets
Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's
Office up to 10.30 on the day previous to sailing.

For further information, Passage Rates, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,
Agents.

33, Des Voeux Road Central, HONGKONG.

O. S. K.
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly, direct
service via Singapore and Port Said.ARGON MARU Thursday, 19th Jan.
BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN &
CAPE TOWN via SINGAPORE. (PASSENGER SERVICE)CANADA MARU Friday, 19th Jan.
BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE"JAVA MARU" Tuesday, 17th Jan.
"MALAYA MARU" Wednesday, 1st Feb.DELI & BANGKOK via SAIGON & SINGAPORE—Regular Monthly
PASSENGER SERVICE."KISHU MARU" Wednesday, 1st Feb.
SYDNEY & MELBOURNE—Monthly service sailing cargo to New Zealand and
Pacific Islands.VICTORIA, VANCOUVER, SEATTLE & TACOMA—
via Shanghai and Dairen—Regular fortnightly PASSENGER service touching at
intermediate ports in Japan and taking cargo to OVERLAND PORTS U.S.A. in
connection with Chicago, Milwaukee and St. Paul Railway."ARIZONA MARU" Friday, 20th Jan.
"MANILA MARU" Thursday, 2nd Feb.NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco,
Panama and Cuban Ports.

HAGUE MARU Wednesday, 18th Jan.

NEW ORLEANS via SUEZ
"HAMBURG MARU" Friday, 10th Mar.

JAPAN PORTS—Kobe & Yokohama via Shanghai

"HIMALAYA MARU" Sunday, 8th Jan.
KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation
for 1st and 2nd class saloon passengers and will arrive and depart from the O.R.K.
Wharf near the Harbour Office."AMAKUSI MARU" Sunday, 15th Jan.
TAKAO via SWATOW & AMOY
"SOSHU MARU" Thursday, 12th Jan.

For sailing dates and further particulars please apply to—

Y. YABUDA, Manager,
No. 1, Queen's Building.

Tel. Nos. 744 & 745

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Singapore & Melbourne via Port Said	via Hongkong for Australia
"TAIYUEN"	About 14th Jan.	About 16th Jan.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply
of Ice-Fresh Provisions, etc., and has a superior accommodation with Electric Light
throughout and Electric Fans in the Saloon. A daily medical Doctor is carried.
Refrigerated Tons. Cargo booked through to all Australian, New Zealand & Transvaal Ports.
For full particulars apply to— BUTTERFIELD & SWIRE Agents.C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
PAKHOI & HAIPHONG	"KAIYONG"	On 10th Jan. 10 a.m.
SHANGHAI	"SUICHANG"	On 10th Jan. Noon
SWATOW, SHAL & TSINGTAO	"KIUKIANG"	On 11th Jan. Noon
SHANGHAI	"SINKIANG"	On 11th Jan. Noon
SHANGHAI & TSINGTAO	"SOOCHOW"	On 13th Jan. Noon
SWATOW, SHANGHAI & PUKOW	"LINAN"	On 13th Jan. 4 p.m.
SHANGHAI	"SZECHUEN"	On 17th Jan. Noon

SHANGHAI LINE—PASSENGER, MAILS and CARGO.
Smallest Saloon accommodation. Ample Electric Fans in Saloon. Also
State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three
weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all
Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding
the inconvenience of transshipment at Woosung.BANGKOK LINE—Weekly service to and from Bangkok via
Swatow.
For Freight or Passage apply to—
BUTTERFIELD & SWIRE,
Agents.

Operating the following U.S. Shipping Board Steamers:

PASSENGER AND FREIGHT SERVICE

FOR SEATTLE AND VICTORIA, B.C.

via SHANGHAI, KOBE & YOKOHAMA.

S.S.	Sails	Arrived Seattle
S.S. "PINETREE STATE"	(For Seattle) Jan. 12th.	Jan. 31st.
S.S. "WENATCHEE"	(For Seattle) Jan. 26th.	Feb. 14th.
S.S. "BAY STATE"	(For Seattle) Feb. 9th.	Feb. 28th.

MANILA SERVICE.

S.S. "WENATCHEE"	Jan. 16th.
S.S. "BAY STATE"	Jan. 30th.

Through Bills of Lading issued to Overland Common points.

Passenger and Freight Particulars.

THE ADMIRAL LINE

6th Floor, Union Building. Telephone 2477 & 2478. Passenger Office,
Queen's Building, 2, Ice House St.THE ADMIRAL LINE
PACIFIC STEAMSHIP CO.
REGULAR SERVICE.SAIGON-SINGAPORE-BATAVIA
and other JAVA PORTS.

S.S. "GLYMONT"	Jan. 8th.
S.S. "LAKE PARKER"	Jan. 15th.

OPERATED FOR ACCOUNT OF U.S.S.B. BOARD.

OFFICES

6th Floor, Union Building. Telephone 2477 & 2478. Passenger Office,
Queen's Building, 2, Ice House St.

SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama

S.S. "SUBUGA" 1st half Jan. 1922.

For freight space and particulars apply to—

BARBER STEAMSHIP
LINES, INC..

THE ADMIRAL LINE

Agents
Union Building.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast
freight steamersFor BOSTON
and/or
NEW YORK

S.S. "MOORISH PRINCE" (via Suez) 12th Jan.

For Freight and full particulars apply to—

FURNER (FAR EAST) LIMITED

Incorporated in Great Britain
25, George's Buildings

